

Evaluation:
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CYCLE NEWS

WEST

XXI : Number 29 : August 1, 1984 \$1.00



**Heinz
Kinigadner**
250cc World
Champion in the
Making

Laguna Seca:
**King Kenny
Roberts'**
**Fast
Farewell**

**Graham
Rolls Four at
Springfield
Mile**

National
Motocross in
New York;
Endurance Road
Racing in New
Hampshire; World
Championship
Motocross and
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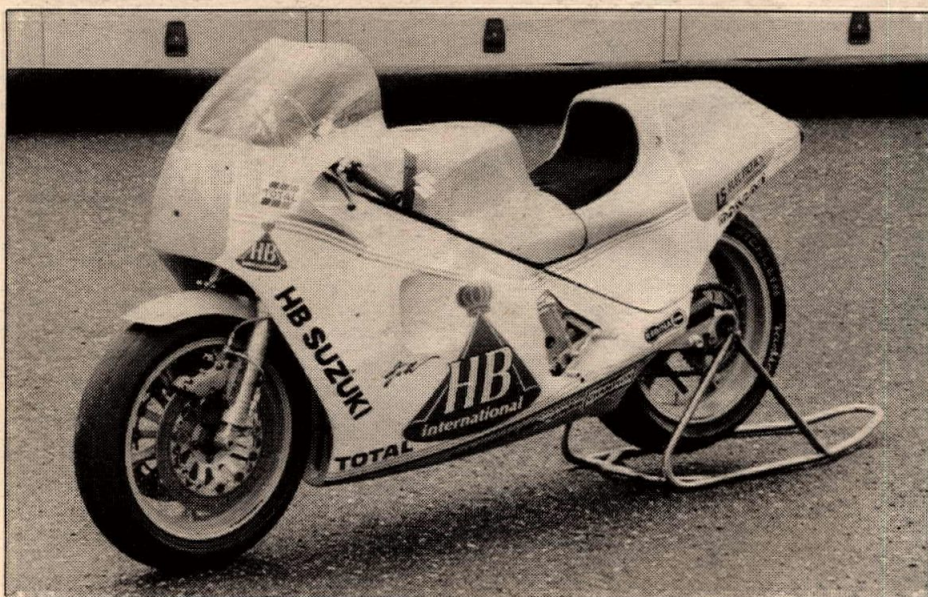
AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

The Latest **POOP** BY PAPA WEALEY

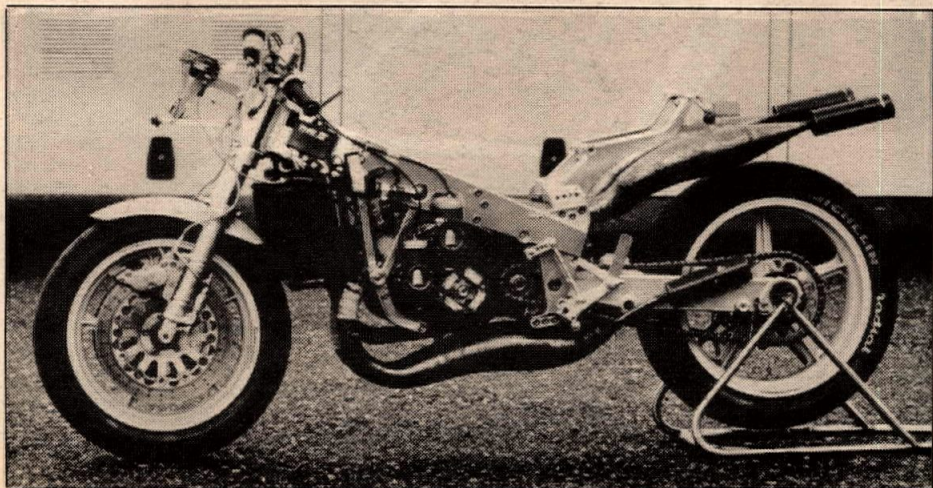
Admittedly sketchy results from the British round of the 500cc World Motocross Championship at Hawkstone Park, indicate that works Honda rider Dave Thorpe won the event, followed by fellow Honda rider Andre Vromans and Kawasaki's Georges Jobe. Points leader Andre Malherbe finished fourth, but his 314 points constitute a strong lead over Jobe (295) and Vromans (269). Honda's Eric Geboers was reportedly injured at the event, seriously enough to be doubtful for the rest of the season.



Riderless Honda? No, the seemingly-pilotless NS500 chasing World Champion Freddie Spencer is actually piloted by Radical Randy Mamola, the man who hangs off a road racer farther than anybody else. The shot's from the Belgian Grand Prix.



The new 500cc HB Suzuki developed by Roberto Gallina and Ing. Tamburini, formerly of Bimota, uses a u-shaped aluminum-honeycomb frame with a 1983 works power-valve Suzuki square-four engine. The bike has been tested by Sergio Pellandini but hasn't yet seen actual competition.



England's Jeremy Whatley (Suz), via runner-up performances in both motos, garnered the overall win in the July 22 Belgian 250cc MXGP. Second went to Anders Eriksson (Yam) with a pair of third-place finishes. Jacky Vimond was third overall, out of the points in the first moto but winner of the second. Point leader Heinz Kinigadner failed to finish either moto.

KTM's Rob Bush tells us that the 1985 KTM 250 MX is due to hit the shores of the U.S. in late September, and features a new engine design developed with the aid of input from 250cc MXGP title hopeful Heinz Kinigadner. The new motor has a longer strokes and consequently a smaller bore; and the front of the bike will be disc brake-equipped. Also new in the line will be the 350 MXC, a water-cooled enduro machine with a displacement of 280cc. "The motor is basically the same as the 250 MX," said Bush, "but the bore has

been increased to raise the displacement just high enough to move the bike into the Open class. It's for the guy who wants a lightweight Open classer with an easily controllable motor." Revised rear suspension linkages will also make their debut in the '85 model line.

Former Formula Two Championship contender Rhys Howard, who has been out of competition since a bad crash at Laguna Seca last year, showed up as a spectator at this year's edition. Told by doctors that he would never run again, Howard recently completed a marathon. "Those doctors don't know racers too well," said Howard, "They don't realize that if they tell us we can't do something, we want to do it even more." Howard has also been taking pictures lately, and has had a few published in *Cycle News*. He says he plans a comeback in 1985, beginning with production bikes in club events.

Wes Cooley accompanied the AMA's Bill Boyce to the Monterey (California) County Agricultural Commission, Weights and Measures Division, to have the AMA's scale checked for accuracy. The verdict? The scale was accurate to within one-half pound at its maximum capacity, 600 pounds, and more accurate as the weight was reduced. That scale said that Cooley's Yoshimura Superbike was too light and Cooley was disqualified at Laguna Seca. After the scale was certified, Cooley agreed to drop his appeal of the disqualification.

Mike Burroughs of Mike Burroughs Advertising, Inc., has joined MCC & Associates, producers of the International Superbike Masters series, as a director of their newly formed seven-man marketing, industry and regulatory advisory council.

Frans Vandenbroek prepared the Ninja he and Roger Hagie rode in the recent AFM six-hour; the bike wasn't prepped by Randy Hall as we reported in error. Hall did work on the team's pit crew, however. Vandenbroek and Hagie were credited with third place in the race, but say their own records show them completing 210 laps, not the 208 they were credited with; the team said that SCCA scorers hired by the AFM couldn't agree couldn't agree among themselves on figures for their laps and maintain the scoring was in error.

Hospital STOP: Bub Riddle broke eight ribs and suffered other assorted injuries and Tony Guest broke his pelvis when they crashed in turn four at Laguna Seca during the Battle of the Twins race. Cards can be sent to Riddle c/o Paul Yassinitski at Daly City Yamaha, 6259 Mission St., Daly City, CA 94104, and to Guest c/o Woods Motor Shop, 525 W. Colorado Blvd., Glendale, CA 91204.

Team Honda dirt tracker Bubba Shobert, when questioned on whether he would like to give his version of the on-track incident during the July 7 St. Louis Short Track Nationals which led to an off-track confrontation between Shobert and Terry Poovey, declined. "I'd rather let things work themselves out," said Shobert, who is awaiting word on his appeal of the AMA's \$1000 fine and 45-day suspension after injuring Poovey in a fight.

"For the time being," said Harley-Davidson team manager Clyde Denzer, "we won't be putting anyone on

Jay's (Springsteen, who missed yet another event with a no-show at Springfield) bikes. We're going to use Bill (Werner) in the shop to catch up on work we're behind on rather than maintaining racebikes." Werner was present at Springfield for the mile, but manned a video camera instead of the more familiar wrenches.

Coverage of the Laguna Seca Sidecar race, won by Bruce Lind and Jack Hart, and the California Superbike School Challenge, taken by Rich Oliver, will run in next week's issue.

Russ Sanford, the deputy director for the Off-Highway Motor Vehicle Program of the California Parks and Recreation Department, resigned July 17. Sanford, a familiar legislative advocate for motorcyclists prior to taking the position, said in his letter of resignation to DPR director William Briner, "Prior to joining the department, as an off-road vehicle enthusiast and organizational representative, I was well aware of the general indifference to the OHV program by the department. Mistakenly, I felt that I could change this attitude under the current leadership and with proper support. It is with a great sense of frustration that I have concluded that I can better support the interests of the OHV program and the off-rovers by returning to the private sector." Contacted by phone, Sanford declined to comment further on his resignation, but did say, "I am giving serious consideration to reactivating M.O.R.E. (Motorcycle Owners, Riders and Enthusiasts)." *Cycle News* has heard rumors that there is more to the Sanford resignation; if they can be confirmed, we will print the facts in the matter.

Terry Poovey called to correct our report on the St. Louis National Short Track meet in which we said he "had stuffed Honda's Bubba Shobert in the haybales during a practice session." Poovey, who suffered eye damage in an altercation with Shobert a couple of hours after the practice session, said, "That's wrong! Bubba stuffed me going into turns three-four and I squared off four coming out. I had the line and he should have backed off. I went out first in that practice session and he came out wanting to race with me. Again, I didn't stuff him — he stuffed me!" Poovey said he had the stitches removed from the damaged eye on Thursday, July 12, but the physician discovered damage that had been missed during initial treatment due to his eyelid being swollen.

The July 21-22 Camel Pro Series Formula One National road race at Monterey, California's Laguna Seca Raceway plus the supporting races on the program were filmed by Peter Starr for the USA (cable television) Network. The program will air on August 9 at 7 a.m. (western) and August 14 at 9 p.m.

On August 5 Spillway Park in Santa Maria, California, and the Elks West Central District will sponsor the 10th annual 100% Benefit Motocross for handicapped children. All proceeds go to the children; all costs for advertisement, course preparation, contingencies, workers, track use and food are donated.

Ron Wood is currently working on a street-legal version of his Wood-Rotax Camel Pro Series TT bike. The machine will feature the 560cc four-stroke single powerplant, frame, gas tank and seat of the racer, along with modest lights, turn signals, battery

and a kickstarter. Wood is expected to finish the first machine in a few weeks; we'll have more.

Great American Motorcycle Shows have seven motorcycle consumer shows on their 1984-85 schedule. They are: Los Angeles, California (December 7-9); Fort Worth, Texas (January 4-6); New York, New York (January 10-13); Atlanta, Georgia (January 18-20); San Francisco, California (January 25-27); Chicago, Illinois (February 14-17); and Philadelphia, Pennsylvania (March 29-31). The Fort Worth and San Francisco shows will feature Mike Kidd-promoted indoor short track events.

The Honda CR250 ridden by Jo Jo Keller to win the recent Greylock National Hare Scrambles used an engine built by Ward Ring of Greenville, Rhode Island's Motoring Services. Ring is best known for building engines and tuning for endurance road racing's Team Hammer. Ring is currently building a CR500 for Keller; he also built the CR125 used by Donnie Cantaloupi to win an arena-cross in Providence.

The Steamboat Springs, Colorado, vintage motorcycle road race, which had been on the verge of cancellation, will run after all, according to Team Obsolete's Rob Ianucchi. The event will have a new promoter, the Mountain Road Racing Association, it will run the same rules as the Daytona vintage race, and Dick Mann will be the race steward. The race is slated for some time in September; stay tuned for further details.

Team Green has announced its parts/assistance policy for both the NMA Grand Nationals in Ponca City, Oklahoma, and the AMA Amateur Nationals in Hurricane Mills, Tennessee. According to race coordinator Mark Johnson, Team Green will provide technicians to assist all Kawasaki racers. Technical assistance will be available after practice; the exception to that rule will be for riders traveling from Oklahoma to Tennessee. Emergency race parts will be on sale after practice, but Team Green will not have tires for sale.

(Continued to page 25)

ee WRITER

They better care how we do it in California

By Charles Clayton

We are invited to the Harley-Davidson dealer meeting in Reno this week. Wouldn't miss it for the free world. Something interesting is brewing in Milwaukee besides Schlitz. For instance, Harley-Davidson, Inc. is owned by 12 employees who, with the help of bankers, bought the motorcycle business out of the conglomerate that acquired it from the founding families. That

took a lot of confidence. Was it hubris? In the few years since they've owned the company, those dozen entrepreneurs have suffered many setbacks, but they somehow managed to keep making and selling motorcycles.

Now, manufacturing motorcycles in competition with the likes of Japan, Inc. is not the easiest business to be in these days. On top of that, the biggest market for their products, California, treats Milwaukee like a foreign country sometimes. I like to tease them that we are a different country here in California. We even have a tariff, called California Emissions Standards. Japan, of course, expects to be treated like a foreign country, so they cheerfully make motorcycles for California, which also sell well in other states, because if they work okay in California, they'll excel anywhere.

This month, though, H-D bought a tiny company in Dana Point, California that manufactures a thing called the Trihawk. Not only did they get a going concern, one which has produced over 50 vehicles and sold most of them, they got a California concept on the order of "Small is beautiful." The Trihawk "plant" is the size of a small dealership. Vehicles were assembled in a three-bay shop at the rate of perhaps one a week at the time of my visit. The showroom was just that — a factory where you could walk in and buy a Trihawk off the showroom floor or place an order and they'd assemble one for you.

Trihawk's founders made only one major error. They thought they were selling an amputated car, when it is really an augmented motorcycle. Nobody wants a "three-wheel car." But a three-track motorcycle, now that has some possibilities. The touring

motorcycle can only grow this large before it needs another wheel. H-D's owners know that for a fact. I even told them so.

Yet I was as surprised as everyone else when, like the Remington shaver guy, Harley "liked it so much" they "bought the company." This is, to me, the same importance as Japan buying a motorcycle factory in the U.S. Harley-Davidson comes to California, and we welcome them, as long as they realize they are "guests in our country," like our Japanese friends. We do it a little different here — different than Japan and different from "back east." For examples, the Trihawk factory is adjacent to the sales floor, a concept borrowed from the kit car industry. Harley learned to use Material As Needed to cut their costs, but Trihawk appears to manifest a new concept: Material As Sold.

Trihawk offers the opportunity for the Harley guys to be here and develop this new kind of motorcycle in the most critical market environment there is — southern Cal. They have the ideal vehicle for it.

I suppose that Dana Point could use some of that old Milwaukee knowhow, too, but I just hope the exchange of ideas is two-way. If ever America's industrial midwest can learn to compete with the other countries, they will have to learn and adapt the best management techniques that those countries developed. The new, independent Harley-Davidson Company seems to be leading the rest of the smokestack industries making use of these techniques and now, at last, they may teach us in California to manufacture three-track motorcycles, as old H-D once taught Japan how to make two-wheelers.

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Cycle News/West (USPS 141-340) is published weekly except the first and last week of the calendar year for \$25 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA.

POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

Subscription rates: One year, second class mail, \$25; two years, second class mail, \$45; three years, second class mail \$68; 25 weeks, \$13. Foreign rates available on request.

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ON THE FRONT PAGE: Austria's Heinz Kinigadner heads the World Championship 250cc MX Series point standings. We talked to the KTM rider at Unadilla and his comments appear on page 18. Photo by Tom Kolnowski.

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Voices

Blendzall and gasohol

Alcohol and gasoline can be used successfully together in two strokes but not with mineral (petroleum based) oils.

The publicized cautions against gasohol's usage are not the product's fault; the problem is pure and simple — alcohol and mineral base oils separate, period.

Alcohol and gasoline together in various proportions blend and work perfectly and without seizures when used with a high quality castor (vegetable) oil.

While I cannot guarantee the results obtained with other castor lubes, Blendzall castor has proven its results over the years.

RAY HOOK
Blendzall Corp.
Escalon, CA

St. Louis melee

There was an incident at the Camel Pro Series short track in St. Louis and I think a few things need to be made public about it.

First off, Bubba Shobert decked Terry Poovey three hours after practice. During practice Bubba fell and after much thought he decided to get even with Terry.

Well, Bubba, thanks for decking Terry while he had glasses on. Thanks for the 13 stitches on his eye and face. Thanks for the cut eye and the scratched retina. Thanks for the glass in the eye (fortunately, after four visits to an eye specialist, his eye will be OK).

Also, thanks for scaring two little three-year-old girls, one of whom was Terry's niece who he had just taken off his shoulders.

Next, thanks to Bill Boyce of the AMA for not pulling Bubba's license and letting him race that night. His excuse was, "Since Bubba qualified, if we don't let him race, American Honda could sue AMA." Well, AMA, maybe you had better pull Bill Boyce from the AMA. Or is American Honda now running the AMA?

Honda, why didn't you — Gene Romero — pull Bubba out of the

race? You are supposed to have such a good image yet you let one of your riders start a fight and you are not man enough to say, "Hold it, Bubba. Honda doesn't approve of such conduct so you can't race tonight."

On the other hand, thank you, Harley-Davidson people, for going to Bill Boyce and demanding he do the right thing and for saying that if one of your men had pulled such a stunt you would have taken him out of the race; the AMA would not have to tell you to do it. That is true sportsmanship.

Last but not least, Bubba, we do not like rednecks representing our state of Texas. If you can't control your temper, then pack up your leathers and go home to Lubbock.

DEANNA TOLBERT
Hurst, TX

Pros vs Amateurs

It takes a lot to get me to write a letter. The last letter I wrote was to home from summer camp when I was six years old. However, the letters in *Cycle News* and now in the AFM newsletter concerning the infamous "Emde Affair" (David Emde entered and won a few local AFM races riding the Kosman Kawasaki) have motivated me beyond my passive silence. Kosman Racing has been accused of being a professional road racing team competing unfairly with amateurs. This is not true. I must address this issue of "creeping professionalism" in amateur racing, and the equally important issues of sportsmanship and fairness.

I have had a motorcycle related business in San Francisco for 15 years. Last year, we built a Kawasaki Z-1 road racer and entered local AFM and AMA races. We did this for several reasons:

- 1) We wanted to test our products.
- 2) It seemed like it would be fun to compete in local races.
- 3) Our employees and friends would rather do something together on Sundays than stay home doing yard work and watching TV.
- 4) We're all crazy about motorcycles.

We built our bike after work hours, on our own time, using parts and knowledge available to any racer. Since building the bike we've competed in one AMA race and seven AFM events. We've had four different riders: Dave Garoutte, Jed Hargett, Dave Emde, and Don Greene. All were unpaid and all are either friends of mine or friends of Kosman employees. The racing crew has varied from race to race, with everybody paying their own expenses and going to the races on their own time.

So much for professionalism. Concerning professional riders competing with amateurs, here are a few thoughts:

If a professional rider is a person who earns their livelihood from racing, then there are only a handful in the U.S., e.g. Mike Baldwin, Fred Merkel, and perhaps a few others. By this definition, there are no professionals in amateur racing.

If, however, a professional is a person who has held an AMA Pro license in the past two years, then another issue is raised. How many AFM riders fall into this category? Many come to mind; Kurt Bickel, Art Chambers, Dave Garoutte, Carl Foster, Jed Hargett, Don Greene, Wayne Montoya, Berndt Kogler, Doug Filangeri, Rich Oliver, and Kerry Bryant. Are these professional, and as such should they be excluded from amateur races?

Maybe the real issue is not one of "professionalism" but rather the question of whose ox is being gored. A Bassani pipe ad featuring Denny Doherty stated that while using their product he was undefeated in AFM Open Superstreet (except for one second place finish) in two years of racing. Since that ad came out, David Garoutte, David Emde, and Don Greene have beaten Denny Doherty while riding the Kosman Kawasaki.

Doherty is also featured in Koni shock ads. His motorcycle and leathers are covered with graphics and lettering representing sponsors. He has Trick Gas and Bassani banners in his pit area. I assume Denny is receiving some compensation for this exposure. Perhaps his sponsor and friends should examine their own glass house before casting stones of "professionalism" at others.

I have been involved in racing motorcycles for over 20 years, and some of the most boring races I have ever attended were Formula One and Superstreet races where Doherty rode off and disappeared from the rest of the class. Now there is some competition and potentially exciting racing in these classes, (three races were not decided until the last corner of the last lap), and instead of good sportsmanship all that is heard is whining and sniveling from letter writers like Paul Hannan (whose name is prominently displayed on Doherty's gas tank as a primary sponsor) and Jack Fonss (AFM #65) who is a friend of Doherty.

The basic motivation for racing is to have fun. When the fun stops it's time to pack it in. Nobody suffers from good competition; especially on basically equal equipment. Rather than suffering, racing prospers from it.

SANFORD KOSMAN
Kosman Racing
San Francisco, CA

We won the Six-hour

We were relegated to second place in the AFM Six-hour because the AFM scorers screwed up. Our team scorers had records which indicated that we completed 211 laps, not 209 laps as recorded by the "professional" SCCA scoring folks hired by AFM.

(Continued to page 26)



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Here's a good look at our street bikes for those of you who couldn't catch them in New Hampshire.

If you didn't happen to be in Loudon, New Hampshire on July 14th, you missed an assortment of excitement as four basically stock Yamahas took four of the seven classes in the sixth round of the WERA/Dunlop National Endurance Series.

If you did happen to be there, you may recall a few yellow and black and red & silver blurs passing by at high speed. But you couldn't quite make them out.

Well, the first-place blur in the middleweight production class was a Yamaha FJ600 piloted by the heads-up riders of Team Rubber Down.

In the lightweight production class, it was a Yamaha RZ350 flashing to first under the expert guidance of Andre Dore Racing.

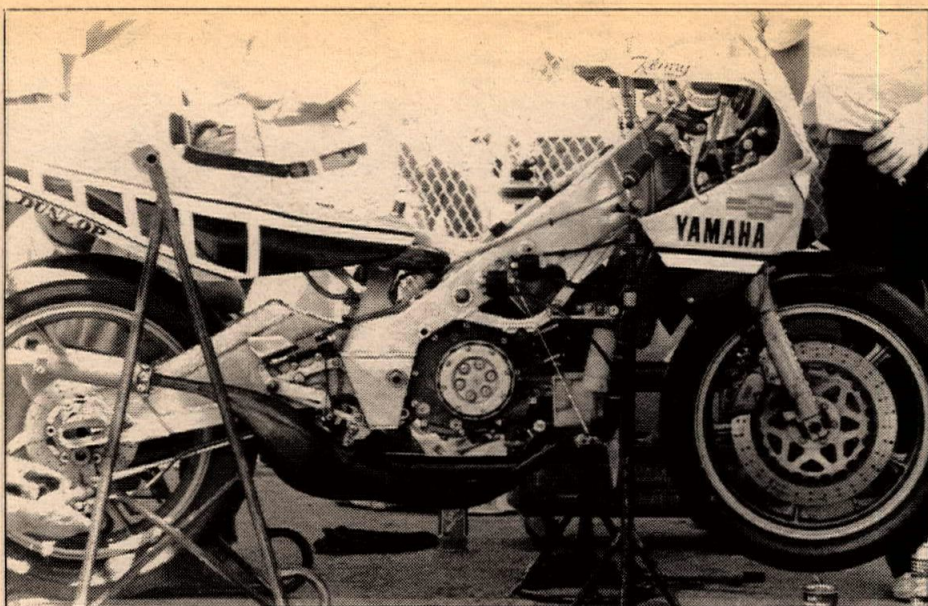
The number-one finishers in the lightweight and middleweight superbike classes, piloted by Team Cycle Speed and John Askel Racing, were another pair of RZ350 and FJ600 roadburners—just like the ones you can see innocently parked at your Yamaha dealer.

Now, if any of you are acquainted with any of our competitors in New Hampshire, you might want to pass this information along to them. Since they weren't able to catch us either.

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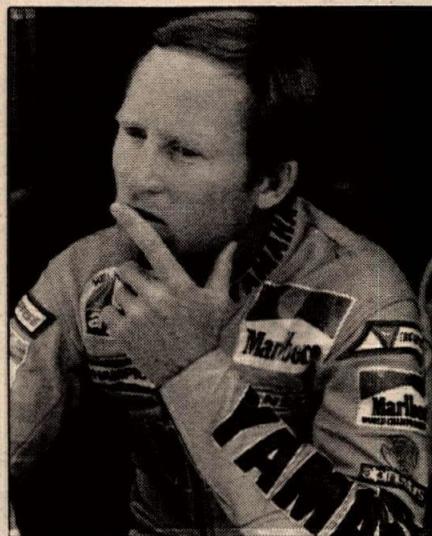


RZ350 not available in California.



Fit for a king, the latest version of Yamaha's 500cc V-4 Grand Prix racebike, airlifted to California for testing and racing.

King Kenny Roberts in action and in the pits, analyzing data and spitting out answers, click, click, click.



AMA Grand National Championship & Camel Pro Series: Round 17

King Kenny wins and quits

By John Ulrich

MONTEREY, CA, JULY 22

"I wanted to go out on top," said King Kenny Roberts after winning both 100-kilometer segments of the Champion Spark Plug 200 at Laguna Seca Raceway, in front

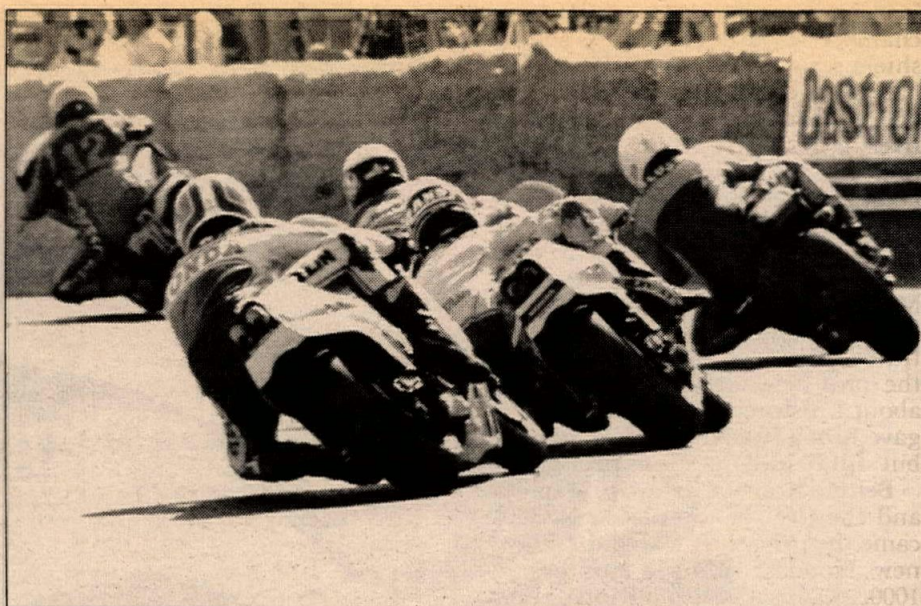
of 82,000 spectators. "This is it I guess."

Three-time 500cc World Champion Roberts said before and after the race that he wouldn't race motorcycles again, that Laguna Seca was his farewell to the sport that made him rich and famous. As Roberts tells it, the training and practice required to ride "on the razor edge, at the level I'm at" takes too much effort, especially since he's not competing on the World Championship circuit anymore. "I catch myself thinking about things that should

just come naturally," Roberts said before the start, explaining his decision.

Yet Roberts, who said he was out of shape and had lost his fine edge, set a new lap record in qualifying and took the pole position for the start, turning one lap of the 1.9-mile course in 1 minute 6.95 seconds for an average speed of 102.163 mph. Roberts set the old record last year, at 1:07.751 and 101.86 mph.

"That's a problem I've had all my life," said Roberts when a reporter pointed out that he was the fastest man on the track despite his claims of



Roberts leads Mamola and Baldwin as the front racing trio cut inside to lap Dave Schlosser and Ricky Orlando.

lacking interest and being somewhat rusty. "I come in and tell Kel (Carruthers, his long-time tuner and himself a former 350cc World Champion) that something's wrong; he fixes it and then I go faster."

To illustrate his point about the razor edge, Roberts then said that if he was in 100% condition he could turn 1:05s after a week of practice and testing on the track.

Be that as it may, King Kenny was the fastest. Nobody else was even close. Mike Baldwin qualified second fastest at 1:07.77/100.926 mph. Randy Mamola was third fastest at 1:07.92/100.702 mph; reigning World Champion Freddie Spencer fourth at 1:08.19/100.306 mph.

Spencer's qualifying the day before the race was cut short when he crashed after a few laps. Spencer said later that when he put on the brakes for the corkscrew turn, the lever came into the bar and nothing happened. "I pumped it but it was too late," said Spencer. "I had to lay it down."

He came up from the crash rubbing his left shoulder but thought he was uninjured, and said he'd race. But when the shoulder started aching later on, x-rays revealed a cracked collarbone. So Fast Freddie scratched from the race and mechanics Erv Kanemoto and George Vukmonovich crated up Spencer's Honda NSR500 V-4 for the flight back to Europe.

The bike Spencer crashed was the latest Grand Prix weapon from Honda. And the machine used by Roberts to dominate the weekend at Laguna was the latest from Yamaha, a works 500cc V-4 identical to the ones used by Eddie Lawson in Europe (Yamaha ordered Lawson not to go to Laguna, worried that an injury would evaporate his chances at winning the World Championship; he currently leads the standing by 20 points).

It was first thought that Roberts would ride the 695cc OW69 he used to win the last two Daytona 200s and last year's Laguna Seca race. But Roberts argued convincingly for an airlift of the 500, which was raced by Tadahiko Taira in Europe for several Grands Prix. Roberts reasoned that he could test Dunlop tires and suspension settings on the bike, and that the data gathered in the testing could help Lawson win the World Championship. He also pointed out that riding — and improving — the OW69 would serve no purpose, since the bike wouldn't be raced again and was obsolete.

Yamaha bought that line of reasoning and flew in the V-4 in time for a new Yamaha Motors Corp. U.S.A. black-and-yellow paint job before Roberts and crew headed to Laguna

for testing. After several days of work Roberts had waded through piles of Dunlop tires with new constructions and compounds and tried suspension change after suspension change. Roberts is good at that, one of the few riders — maybe the only rider — who can come in off the track and squint off into space and then tell Carruthers exactly what the bike needs. Roberts doesn't talk in terms of what the motorcycle's doing or what he thinks it needs. He analyzes what's going on and then spits out the answer, like a computer, with no prompting or questioning from anybody.

"Hey Kel, give me 5mm more preload on the forks," Roberts said after one Saturday practice as a reporter observed, fascinated. "No," he said a split second later, his brow knitted in concentration, "make that 4mm."

Then Roberts went out and set the new lap record.

The day of the race, he never even practiced on the bike; just climbed on it on the starting grid, took the warm-up lap with everybody else, and raced.

With Spencer out, Honda fielded Mamola and Baldwin against King Kenny, Mamola on a works NS500 V-3 and Baldwin on an RS500 V-3. The NS has the latest and trickiest parts the Honda racing department can build, the fastest V-3 engine, the lightest parts — like the carbon-fiber swingarm. The RS500 is a limited-production, for-sale racebike anybody can buy; this year privateers Wes Cooley, Rich Schlachter, Randy Renfrow, Jeff Haney, Gregg Smrz and Miles Baldwin have all purchased RS500s, and the bike is fast becoming the workhorse of the Formula One class, a position formerly held by the long-in-tooth Yamaha TZ750.

What anybody couldn't buy is prep by Phil McDonald, formerly a racer, now Baldwin's mechanic. McDonald's job is to prepare Baldwin's machines. That's all he does, every weekday at Honda, and on weekends at the track. He's uprated Baldwin's RS a bit, working on the cylinders to bring the porting closer to NS500 specifications. McDonald's work makes Baldwin's RS500 the quickest RS on the track, an advantage three-time U.S. Formula One Champion Baldwin doesn't particularly need to win Camel Pro Series races. Helping at Laguna was a new 16-inch rear wheel and Michelin radial tire borrowed off Spencer's bike and which put more rubber on the ground than even the 17-inch rear radial used by Mamola. Still, against the faster works bikes of Roberts and Mamola, Baldwin was out-gunned, a situation he rarely faces in U.S. races.

Maybe that's why Baldwin seemed moody before the start, his stern race

face contrasting with Mamola's non-chalance; while he cleaned his helmet shield prior to the start, Baldwin verbally attacked a reporter who asked him how his bike was working, delivering a bizarre lecture on "good journalism," which he seems to feel is the same as public relations.

Mamola answered questions, posed for photos and rode a few laps behind a camera-equipped bike (ridden by Mike Spencer) to aid a camera crew filming the event. Roberts seemed a little less relaxed than usual — after the race he'd admit that worrying about finishing first in his last race gave him a headache beforehand — but still fielded questions pleasantly.

Behind Roberts, Baldwin, Mamola and the fleet of top-placed RS500s came the privateers who didn't have new Hondas, riding a mixture of 1000cc Kawasakis, VF750F Intercceptor Superbikes, an RG500, Ducatis, a Cagiva and three lone TZ750s.

The guys who didn't qualify for the 25-rider final had to settle for a consolation race.

When the flag dropped for the first leg, Mamola shot out in front, leading Roberts and Baldwin. Those three quickly pulled distance on Cooley and Schlachter, with Doug Brauneck and Renfrow behind them. That was the order for five laps; then Roberts passed Mamola and the two started trading the lead, Mamola taking it into turn nine one lap, Roberts re-passing at the finish line, Mamola passing in turn two, Roberts taking it into turn eight. By the seventh lap Roberts and Mamola were a little over a second ahead of Baldwin; Schlachter had passed Cooley and pulled out four seconds but was another 20 seconds behind Baldwin.

Mamola and Roberts worked their times down, from 1:09s to 1:08s and into the 1:07s, now eight seconds ahead of Baldwin, who in turn was 30 seconds ahead of Schlachter. Renfrow left Brauneck, whose hands had gone numb from vibration, and passed Cooley, who rode in pain from bursitis developed in his left elbow, injured and infected after a crash at the Match Races in England. With 10 laps to go Roberts suddenly was at low 1:07s — his fastest 1:07.17 — and pulled out three seconds on Mamola, making it look easy, the three seconds turning into four and into seven; Baldwin was 10 seconds behind Mamola, his fastest laps 1:08s, mostly high 1:08s; Schlachter was far behind Baldwin, Renfrow just behind him.

Roberts lapped Schlachter before the finish of the 32-lap segment; Roberts won. The only riders King Kenny didn't lap were Mamola and Baldwin.

Behind Schlachter came Renfrow, Cooley and Haney, up from 10th in early laps, Steve Gervais on an RG500, David Emde on Sandy Kosman's KZ1000 Superbike, and Miles Baldwin.

Rueben McMurter should have been next — he had moved from 15th to 11th despite his Kawasaki Superbike missing shifts and finally sticking in fourth gear, but on the last lap, just before the last turn, his bike's shift shaft broke and the shift lever swung straight down. When McMurter pitched it into the left-hand turn nine, the shift lever hit the ground and lifted the rear wheel, just like a deployed sidestand, and McMurter crashed.

Brauneck didn't finish either, the well-used chain on his Yamaha breaking at the masterlink — he used the same chain at Daytona and in every race since, and was seventh when it broke on the 22nd lap.

Also among the non-finishers was Dale Quarterley on a Segale-framed Formula One Kawasaki 1000cc fitted with an ex-works engine; the bike

owned by Sandy Kosman. Quarterley jumped on the bike and qualified ninth; he'd never ridden anything with clip-on handlebars before.

Between qualifying and the race, privateer Quarterley crashed his Kawasaki while doing the impossible — running with the works Hondas of Merkel and McDonald and the Yoshimura Suzuki of Cooley — and ground up the little finger on the left hand. Surgeons removed half of the damaged finger, and Quarterley showed up at the track with the finger taped to the adjacent finger, his hand swollen and hurting.

And then Quarterley went out to race the Kawasaki.

He couldn't pull in the clutch lever with his fingers, so he pulled it in with his wrist; still managed to start the race well, and worked up to 11th, relying on his right arm to steer as well as work the brake and throttle because his left hand couldn't grasp well.

He pulled in after six laps, white and in pain, because he was having trouble turning the bike where he wanted it to go, and was afraid he'd hit somebody else.

"I went out there because I didn't want anybody to think I wasn't a real racer and an enthusiast," said Quarterley, in the pits after the race. "I wanted to show that losing part of my finger wouldn't keep me from racing. I'm a racer."

Quarterley didn't try to start the second leg and Baldwin shot off into the lead at the start, leading Roberts, Mamola, Cooley and Haney. By the third lap Baldwin, Roberts and Mamola were seven seconds ahead of Cooley, who was fending off strong challenges from Schlachter; Brauneck was sixth, Haney back in seventh with Renfrow eighth.

Roberts passed Baldwin; exiting the downhill, left-right corkscrew Roberts' line was different than Baldwin's, Roberts straightening up early and turning on the gas, Baldwin swooping around, and Baldwin ran into the left side of Roberts' bike while trying to go around on the outside. The impact moved Roberts over a foot, he'd guess later, punched a hole in Baldwin's fairing, and bent the lower left exhaust pipe on Roberts' Yamaha straight out, at a 90° angle. When Roberts reached left-hand corner seven and turned in, the pipe hit the ground — Roberts later would say he thought the rear wheel was coked because he had trouble getting the bike to turn into and stay leaned over in left-hand turns.

As Roberts looked down at his bike, Baldwin and Mamola pulled away; Roberts kicked at his bike's pipe on straight sections of the track, bending the pipe back in enough that it didn't interfere in left handers.

Then he caught Baldwin and Mamola.

Instantly.

And passed.

Instantly.

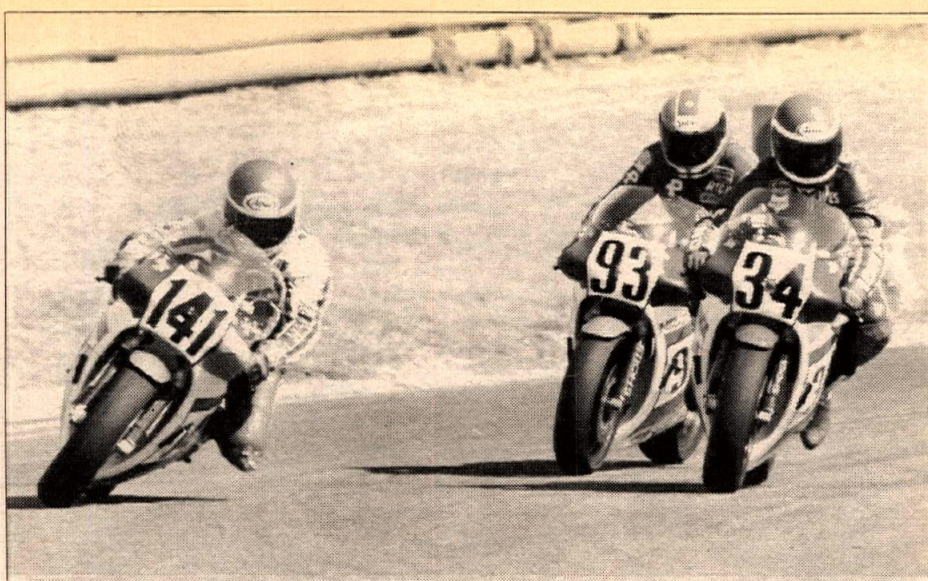
And left them behind.

Instantly.

Watching King Kenny Roberts on the gas was, despite the current overuse of the word, nothing short of awesome.

Mamola and Baldwin exited turn nine with the rear end sliding a little, their bikes' exhaust notes warbling a bit.

Roberts turned on the gas and the rear wheel lit up, the exhaust pitch rising with the rpm as he held the bike on his line with the throttle pegged, the bike snaking slightly and accelerating hard from the apex right to the wall outside the turn, the churning tire kicking up dust and dirt and spitting pebbles and KR surely grazing the wall every lap but somehow not; King Kenny Roberts using every inch-and-fraction-of-an-



RS500s in the second 100-kilometer leg: Cooley (34) and Schlachter (93) racing each other and passing fast-starter Haney (141).

inch of the track, every slice of available pavement on the exit, coming off the corner harder than anybody and leaving the others behind.

If anybody else had been coming that close to the wall, they'd back off the throttle.

Roberts did it every lap, and never varied from full throttle; no warble in the exhaust note, just a scream at peak rpm.

Roberts on the gas!

His lead grew; 11 seconds; 12 seconds; 13 seconds.

Behind, Mamola left Baldwin. It wasn't easy, Mamola would tell reporters after the race, because he decided to change tire compounds between race segments and the choice didn't work. In the first segment his bike's front Michelin worked in fast corners but not slow corners, Mamola said, so he changed to another compound; that one worked nowhere. On top of that, his Honda's throttle started sticking wide open at times.

"They have a tendency to kink the throttle cable inside the housing if you snap the throttle closed real quick" Mamola would say. "All the sudden I was going into turn nine and when I shut off at my braking marker the engine was stuck at 14000 rpm. I almost had to use the escape road. Then another time it stuck going into turn two."

Behind Mamola, Baldwin ran far ahead of Schlachter, Cooley and Renfrow. Brauneck crashed, unhurt. Renfrow passed Cooley and set out after Schlachter, passed him on the last lap of the segment, just as Roberts lapped them both. Schlachter tried to repass exiting the last turn of the race, but missed a shift. Cooley finished sixth, Haney seventh, Gervais eighth, Emde ninth, Miles Baldwin 10th.

The crowd paid homage to King Kenny, cheering and screaming and yelling.

Mamola paid homage, too, and so did Baldwin, his pre-race dourness lost in the winner's circle.

"We're over in Europe tearing 'em up," Mamola told the crowd when he finally got the mike, talking about American domination of World Championship road racing and the American who first led the way from America to Europe and stole the 500cc World Championship three times, King Kenny Roberts.

"I'm sure the King would be proud of us," Mamola said.

The crowd cheered.

Results

1. Kenny Roberts (Yam) 1-1; 2. Randy Mamola (Hon) 2-2; 3. Mike Baldwin 3-3; 4. Randy Renfrow (Hon) 5-4; 5. Richard Schlachter (Hon) 4-5; 6. Wes Cooley (Hon) 6-6; 7. Jeff Haney (Hon) 7-7; 8. Steve Gervais (Suz) 8-8; 9. Dave Emde (Kaw) 9-9; 10. Miles Baldwin (Hon) 10-10; 11. Mark Shelton (Kaw) 11-14; 12. Dave Schlachter (Yam) 13-13; 13. Rich Oliver (Kaw) 15-12; 14. Carry Andrew (Kaw) 20-11; 15. Harry Klinzmann (Kaw) 17-15; 16. Steve Dick

(Hon) 14-19; 17. Dave Roper (Duc) 19-16; 18. Ricky Orlando (Hon) 18-18; 39. Gregg Smrz (Hon) 12-27; 20. Hap Eaton (Yam) 16-24.

QUALIFYING: 1. Kenny Roberts (Yam) 102.163 mph; 2. Mike Baldwin (Hon) 100.926 mph; 3. Randy Mamola (Hon) 100.702 mph; 4. Freddie Spencer (Hon) 100.306 mph; 5. Richard Schlachter (Hon); 6. Wes Cooley (Hon); 7. Randy Renfrow (Hon); 8. Doug Brauneck (Yam); 9. Dale Quarterley (Kaw); 10. Miles Baldwin (Hon); 11. Steve Gervais (Suz) 12. Gregg Smrz (Hon); 13. Jeff Haney (Hon); 14. Rueben McMurter (Kaw); 15. David Emde (Kaw).

AMA FORMULA ONE CHAMPIONSHIP POINT STANDINGS: 1. Mike Baldwin (57); 2. Kenny Roberts (40); 3. Wes Cooley (36); 4. Rich Schlachter (32); 5. Doug Brauneck (26); 6. (TIE) Randy Renfrow/Nick Richichi (22); 8. Art Robbins (18); 9. (TIE) Randy Mamola/Freddie Spencer (16).

AMA Superbike Championship Series: Round 6

Merkel wins; Cooley disqualified

By John Ulrich

MONTEREY, CA, JULY 21

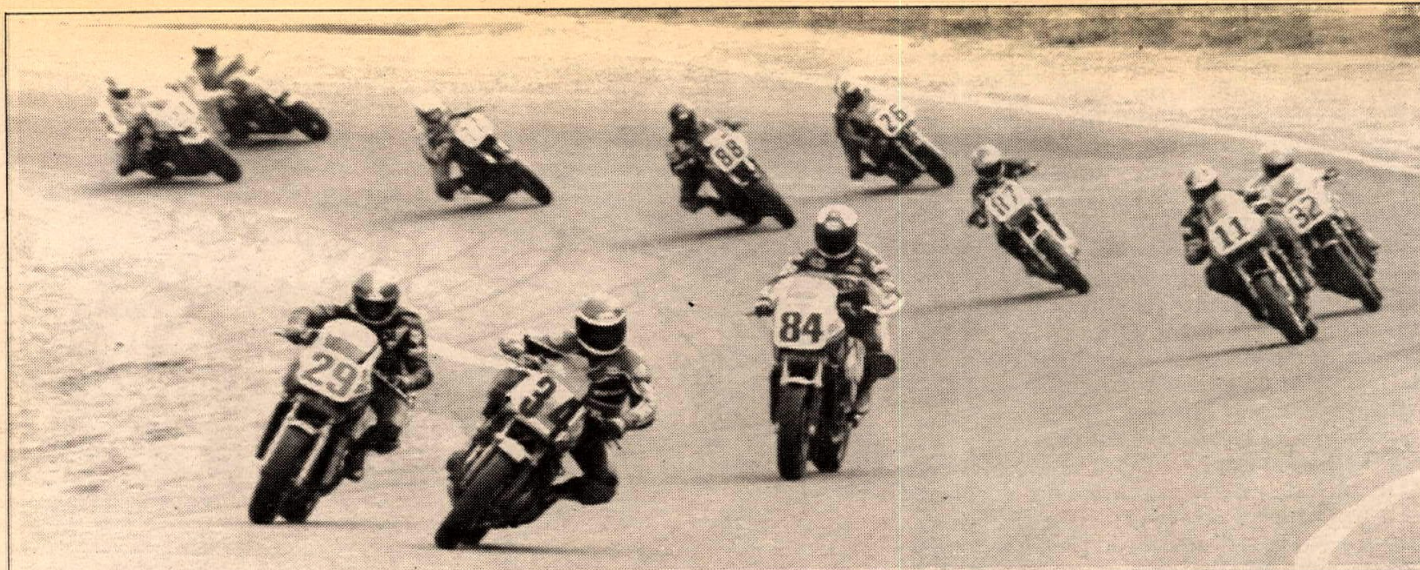
Wes Cooley led Fred Merkel across the finish line on the last lap of the Laguna Seca Superbike race. But when unofficial results were released, Cooley was second, and by the time official results were posted, Cooley had been disqualified.

Cooley's troubles with AMA officials started when the race was red flagged after 22 of 30 scheduled laps. Cooley had taken the lead from Merkel just before the finish line, and led across the line to complete lap 22. But when the red flag fell, stopping the race to give an ambulance access to an injured rider, the scoring was backed up to the previous lap, which Merkel led.

That was just the beginning. When officials weighed the top five bikes, Cooley's Yoshimura Suzuki was under the rules-specified minimum weight of 390 pounds — it weighed 386 pounds according to the AMA's scales. To make sure, the officials weighed Cooley's bike again, and came up with 387 pounds. They tried again, and got 385.5 pounds. And again, for another 385.5-pound reading. Then officials allowed Yoshimura mechanics to add two quarts of oil, weighed the bike a fifth time, and again read 387 pounds.

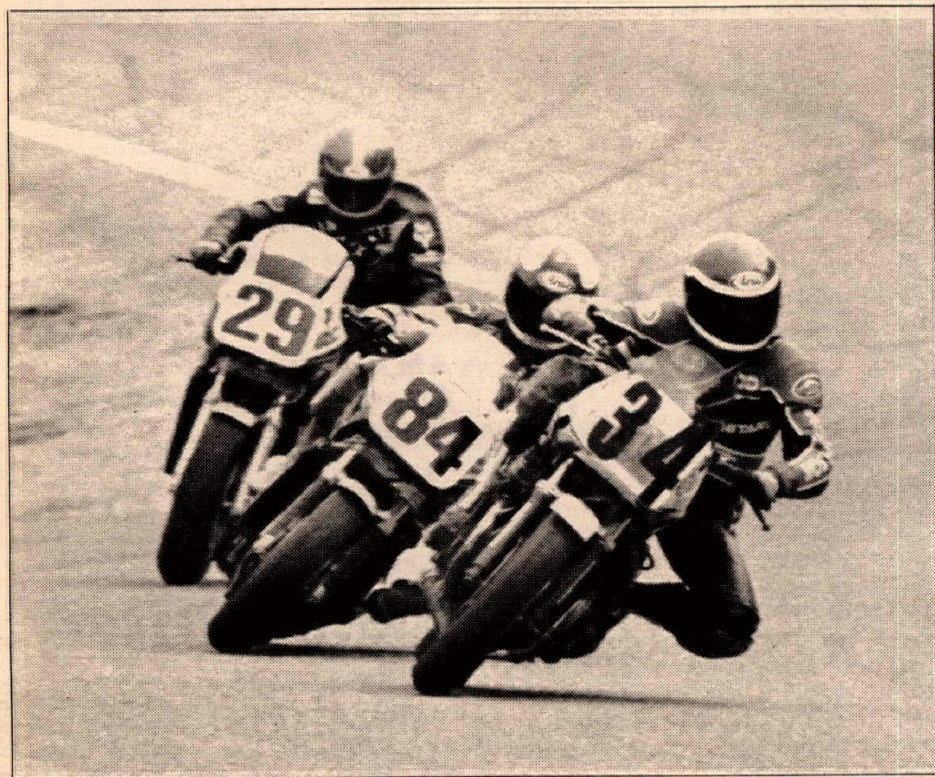
(Merkel's Honda weighed in at 399 pounds, third-place finisher Sam McDonald's Honda 403.5 pounds, fourth-place Roberto Pietri's Honda 415 pounds and fifth-place Rueben McMurter's Honda 429.5 pounds.)

Cooley could handle the red-flag decision. "The important thing is that we know who won," Cooley said



The Superbike start: Cooley (34), McDonald (29), Merkel (84), Pietri (11), Quarterley (32) and the others.

Serious racing: Cooley holding off Merkel and McDonald, the Yoshimura Suzuki vs. two quick Hondas.



after the unofficial results were announced. "It wasn't that we actually won it but we were *that* close. I wish it had run the extra laps. I didn't want to see anybody get hurt but we had run four or five laps before the red flag, after the crash, and the rider was off the track. They said later that the ambulance couldn't reach him because it was on the inside of the track and he was on the outside, and that was the referee's decision to red flag it. I can live with that."

But Cooley's reaction to news of his disqualification was not quite as easy-going.

"I truly believe they (the Yoshimura mechanics) thought the motorcycle was within the weight rules," Cooley said later in his motorhome, as he worked on a written protest of his disqualification.

"I believe we *were* within weight. We lost a lot of oil. The rules say a water-cooled bike can have water added before being weighed in case it evaporates, so why not allow us to add oil?"

Merkel sympathized with Cooley's plight. "I think that's terrible," Merkel said. "Wes rode his heart out on that bike and the guys at Yoshimura are great guys. They would never cheat intentionally. It was the oil consumption of the bike. It was dry. If the race had continued it would have run out. There was no foul play involved."

But no matter what the reason, Cooley's bike was too light, and at press-time his disqualification stood.

That unfortunate controversy, and the red-flag which preceded it, overshadowed Merkel and Cooley's battle for first place.

It started in the first heat race, Cooley jumping out in front of Merkel and leading, Merkel right behind. Four times Cooley was first across the line in the five-lap heat race. But Merkel took the lead on the last lap, Cooley getting sideways in a last-corner attempt to get enough drive to repass Merkel, and Merkel won. Rueben McMurter was third after fending off a fourth-lap pass by Super-Trapp's Rich Oliver (Kaw), with Kevin Schwantz and his Yamaha XV900 V-twin fifth.

Sam McDonald won the second heat, lunging off the line with a fantastic, ground-gaining start and leading to the finish.

(It was a wonder that McDonald could ride at all. He suffered from the flu, shivering and shaking in the pits despite moderate temperatures, lacking strength and energy but looking as cheerful as ever.)

Pat Hernon (Hon) was second on the first lap of the second heat race before Dale Quarterley — who fought a wheelie off the line — passed on his bright-green GS Performance Kawasaki. Two laps later Roberto Pietri passed Hernon, and at the finish of the heat race it was McDonald, Quarterley, Pietri, Hernon and Jimmy Adamo.

When the green flag dropped for the final, it was Cooley and his GS750 in front. Since he last raced it — at

Riverside — the bike had been fitted with new, higher-compression forced Mahle pistons and a stock cylinder head casting; at Riverside a radically re-machined, straight-port head aided top end but not mid-range power. Cooley's bike also sported a new stainless steel exhaust and made more power than it ever had before.

McDonald was second, but close behind was Merkel, on his VF750F-Interceptor, tuned by Mike Velasco to suit Laguna Seca.

According to Velasco, a new exhaust system — shorter both in head pipes and overall — added power between 10,000 and 11,500 rpm. Velasco called that "improving the mid-range."

Asked how 10,000 rpm could be considered "mid-range," Velasco said "For us that's mid-range. Redline is 13,500 and they don't get any lower than 7000 rpm, so 10,000 is about in the middle of that, and that's mid-range."

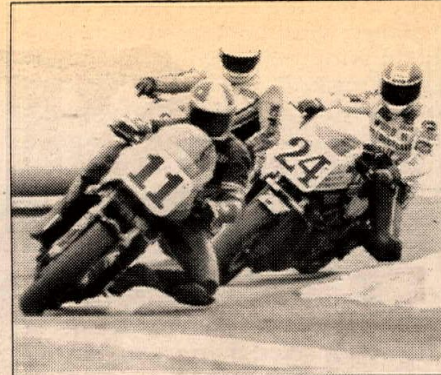
It only took Merkel a lap to pass McDonald and latch onto Cooley, passing under the bridge out of turn seven, being repassed at turn nine or into the corkscrew, repassing in turn eight, the lead changing twice or three times a lap for the first five laps. McDonald hung onto Cooley and Merkel for a few laps, lost ground, gained ground. Quarterley came from two seconds behind McDonald to just behind him, Merkel-Cooley-McDonald-Quarterley all nose-to-tail in one tight string.

For a lap.

Eager to pass McDonald, Quarterley grabbed too much throttle exiting turn seven over ripples in the pavement caused by racecars on the circuit; he slid his bike's rear wheel drastically, getting completely sideways. For a moment it looked like Quarterley would high-side; a millisecond later it appeared he would save it and a moment later he had crashed in the dirt.

The racing appeared over, Merkel a few seconds ahead of Cooley, McDonald secure in third. Behind, Pietri and McMurter ran together — Pietri usually leading McMurter — close as a shadow — but McMurter sometimes passing before being repassed. Oliver was sixth ahead of Jeff Haney, Skiver and Hernon.

But Merkel's lead was anything but secure. "After the first five laps I scorched the tire," Merkel would tell reporters later "and it was all I could do to keep it on the racetrack. I was out of control. I kept pushing instead of letting the tires cool off a lap and getting back on it, and I lost two or three seconds one lap when I ran off the track exiting turn two. I kept going in the dirt and got back up on the track just before the bridge at turn four."



Pietri and Merkel battled back and forth through traffic for fourth place/third place.

Cooley, like Merkel, was on Michelin tires. But Cooley had selected a 1145C compound rear slick with a hard SF11 front. Merkel's bike wore a rear tire two compounds softer than Cooley's, a 1026K rear along with an SF12 front. So while Merkel's tire overheated and lost traction, Cooley's didn't. And as Merkel encountered trouble, Cooley gained and could see he was gaining.

"Merkel couldn't get through the traffic (lapped riders)," Cooley would say after the race. "Maybe it was the experience I have, but they didn't seem to be in my way. The gap stayed kind of constant and then all of a sudden I was on his rear wheel. If I could get back within reach, I felt it would go down to the wire."

It showed in the lap times. Cooley's fastest lap was a 1:10.86, on the last lap, when he passed Merkel.

Merkel's best lap was a 1:10.82, much earlier in the race, on the 12th lap. Most of Merkel and Cooley's lap times were 1:11s, with some 1:12s.

Cooley flew past Merkel going into the last corner — turn nine — and led to the finish line, to be met by the red flag caused by Jim Poet's crash in turn four. McDonald was still third, but McMurter had just passed Pietri when the race was stopped.

When the officials backed up the finish one lap, Cooley was relegated to second. McMurter to fifth and when Cooley was disqualified, the order settled at Merkel, McDonald, Pietri, McMurter.

McDonald shivered and got sick in the press room after the race, but said "being sick is no excuse. I don't like excuses." After most press people were finished interviewing and gone, Cooley learned he was disqualified, and protested.

It was a poor finish to a great race: an anticlimax.

Results

1. Fred Merkel (Hon) 22 laps; 2. Sam McDonald (Hon) 22 laps; 3. Roberto Pietri (Hon) 22 laps; 4. Rueben McMurter (Hon) 22 laps; 5. Rich Oliver (Kaw) 22 laps; 6. Jeff Haney (Hon) 21 laps; 7. Randy Skiver (Hon) 21 laps; 8. Pat Hernon (Hon) 21 laps; 9. Kevin Monahan 21 laps; 10. Terry Hampton (Hon) 21 laps; 11. John Kocinski (Hon) 21 laps; 12. Ricky Orlando (Hon) 21 laps; 13. Robert Holden (Suz) 21 laps; 14. Tryg Westby (Hon); 15. Carry Andrew (Kaw) 21 laps; 16. Bernd Kogler (Hon) 21 laps; 17. Claude Hislop (Hon) 21 laps; 18. Denny Fryer (Hon) 21 laps; 19. Dale Zlock (Suz) 21 laps; 20. Dave Schlosser (Hon) 20 laps.

AMA SUPERBIKE CHAMPIONSHIP POINTS

STANDINGS: 1. Fred Merkel (116); 2. Sam McDonald (88); 3. Rueben McMurter (70); 4. John Bettencourt (53); 5. Dale Quarterley (61); 6. Roberto Pietri (48); 7. Ricky Orlando (41); 8. Rich Oliver (40); 9. (TIE) Wes Cooley/Glenn Barry (32).

Formula Two

Rainey top survivor

By Lori Tyson

MONTEREY, CA, JULY 22

Wayne Rainey came home from Europe to test and race at Laguna Seca and won the Formula Two race, an event marred

(Continued to page 22)

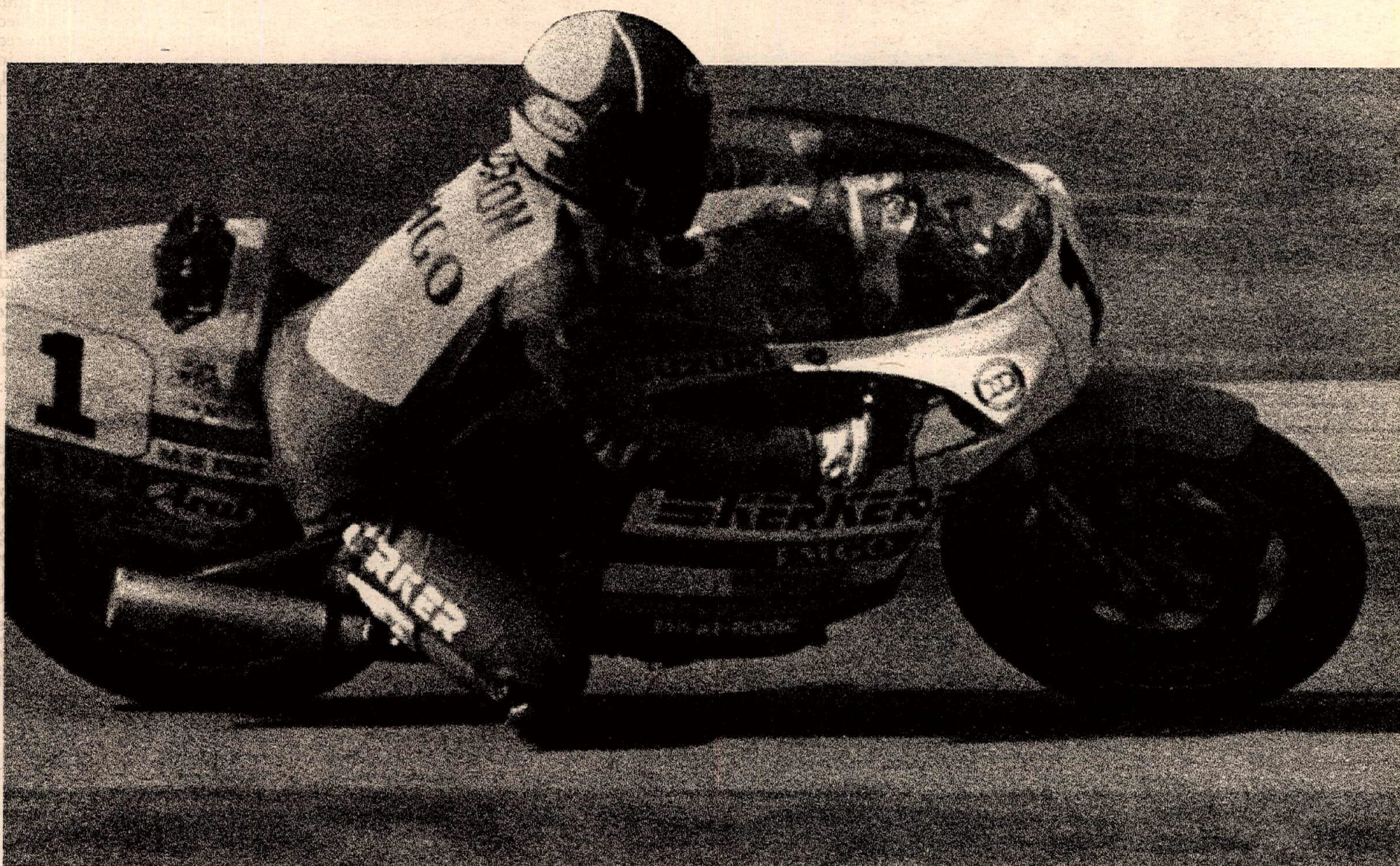
SUZUKI WINS NEW HAMPSHIRE PRIMARY BY A LANDSLIDE.

On July 14, Team Hammer won the primary endurance race in New Hampshire. The WERA National Endurance Series Six-hour at Loudon. And they won it big.

The team riding the GS1100-powered Suzuki was in the pits drinking pop 11 laps before anyone joined them. But that's not hard to understand. After all, they led from the first lap, and at every lap.

They even turned in the fastest lap time. That's 4 WERA wins in a row for Team Hammer. In fact, they're undefeated in 1984. It seems that when a Suzuki elects to run, it doesn't matter who else is in the race.

The Sensation of Winning.



S U Z U K I



At the start of the second 250cc moto, Rick Johnson (17) takes the holeshot ahead of Mark Barnett (2), George Holland (35) and Billy Liles (12).

Despite a sore knee, Kawasaki's Jeff Ward used a 2-1 tally to beat Honda's Johnny O'Mara in the 125cc Pro class. Ward enjoys a 12-point advantage over O'Mara in the point standings.



AMA/Bel-Ray Grand National Championship MX Series: Round 9

Bailey, Johnson & Ward score in New York

By Tom Kolnowski

CENTER LISLE, NY, JULY 11

Honda's David Bailey and Yamaha's Broc Glover are as evenly matched as two riders can be on a race course, yet the final outcome in the 500cc class at Broome-Tioga Sports

Center's National MX reads precisely as it has in all seven outdoor rounds run thus far in the series: 1. Bailey; 2. Glover. In addition, the record book shows that Bailey has won 13 out of 14 motos, while Glover has won but one.

Yamaha's Ricky Johnson carried home his third 250cc win in a row via

a clean 1-1 moto showing as he clearly outclassed the field. Kawasaki's Billy Liles and Suzuki's Mark Barnett pounded to second and third overall, respectively.

The Jeff Ward/Johnny O'Mara face-off in the 125cc ranks ultimately shifted to Ward's corner for the third consecutive time. Honda's O'Mara scooped up the win over Kawasaki's Ward in moto one, then Ward put the

"O'Show" to rest and won moto two for the overall win. Team Tamm's A.J. Whiting, Suzuki's Rick Ryan and Orange County Cycle-backed Jim Anderson finished 3-4-5, respectively.

Bailey, the 1983 Grand National MX Champion, appears to be set on a course destined to earn him another GNC title: He leads the point chase by 10 points over Ward, 400 to 390, with three rounds remaining to be run.

125cc

Bright sun and temperatures well into the eighties greeted the first moto of the afternoon, and when the gate came down it was Johnny O'Mara and Jeff Ward, who had taken the two extreme inside starting positions, off and running. But the pair soon locked horns.

"Jeff and I tangled not far off the start," said O'Mara. "We got into the first corner probably running around seventh."

While O'Mara and Ward were mixing it up, Yamaha pilot Jim Anderson found himself at the front of the parade. "I pulled a pretty good holeshot," said Anderson, "and tried to pull clear of Rodney Smith right away."

By the end of the first lap Anderson held a solid two to three seconds over Yamaha Support riders Smith and Danny Storbeck, while O'Mara had railed into fourth ahead of Yamaha Support rider Mike Beier. Ward was buried in the pack after a mishap.

"Jeff had pulled ahead of me in the first half lap," said O'Mara, "but he fell right in front of me."

Anderson led through lap three, then finally yielded to Smith early in lap four. O'Mara quickly moved in and by lap five was solidly in the lead after squirting past Anderson and then Smith on a long uphill stretch. Storbeck had fallen off the pace.

By lap eight O'Mara had cruised to a 15-second lead over Smith and Anderson, while Ward had worked his way all the way to fourth after dispensing with Beier.

"I was running strong until then," said Beier, "but I got a flat and dropped back — fast."

By lap 11 Ward had jetted into second ahead of Anderson with Smith running fourth after unloading. O'Mara, with a 25-second advantage, won easily over Ward. Anderson and Smith followed, while Rick Ryan held off A.J. Whiting by a bikelength.

Moto two immediately fell into the hands of Ward. "I had used a lot of energy to get into second in the first moto but still felt really good," said Ward, "and I was feeling even better and stronger as I led through the opening laps of moto two."

Whiting assumed second for only a bit over a lap, then O'Mara rushed past. Ryan, Honda Support rider Erik Kehoe, Beier and Sam Dell

Kawasaki's Tom Rice trailed.

O'Mara stalked Ward for the first nine laps of what would turn out to be a 14 lap race, but by lap 11 was clearly off the pace: Ward enjoyed a 10-second cushion that O'Mara couldn't touch.

"I was simply doing all I could," said O'Mara. "Nobody could help me — I have to do my best to beat Jeff if I want to make up some points."

Whiting, a lone third, was far removed from an intense battle over fourth that included Ryan, Kehoe and Beier. Ryan managed to hold the upper hand, sometimes by only inches.

Ward smoked on for the win over O'Mara, Whiting, Ryan, Kehoe, Beier, Anderson and Rice.

"It feels good to break even with Johnny on points," said Ward. "I'm sure I'll win at least a few more motos and the championship is a real possibility."

Anderson's seventh locked up fifth overall. "I was hoping to do better," said Anderson. "I was coming up fast in moto two when I tucked into a berm too soon and smacked a tree with my head. I recovered pretty fast."

250cc

Yamaha's Keith Bowen has been making plenty of waves in the 250cc in the past weeks and was off and sailing at the start of moto one with a holeshot over teammate Ricky Johnson, Mark Barnett, George Holland, Alan King and Billy Liles. Ron Lechien fell on the rocky course early in the first lap and was on the move from 12th.

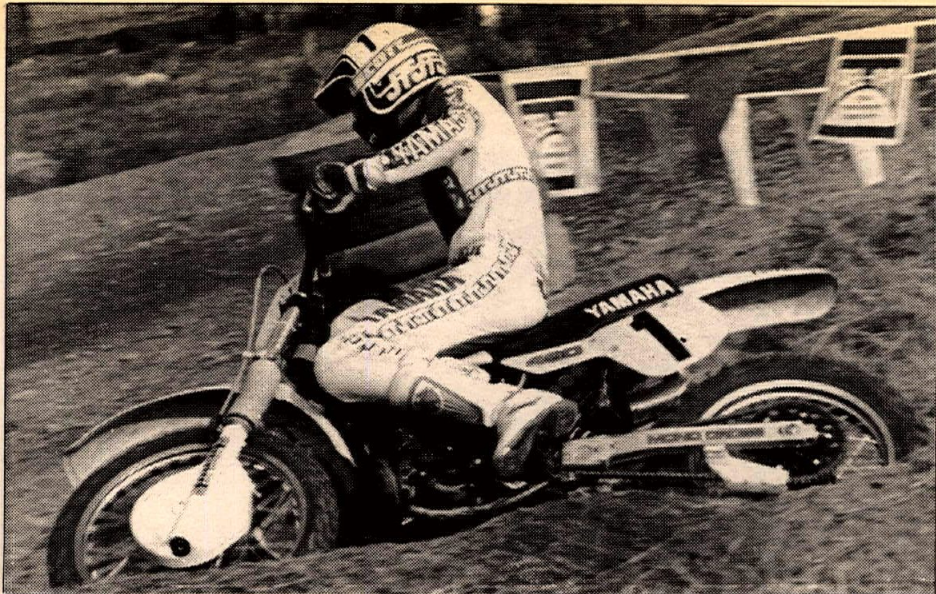
Bowen left Johnson one to two seconds behind through the first four laps. "Keith was setting a real hot pace," said Johnson, "and I was going all-out to stay with him. All I could do was wait for a mistake."

Johnson edged closer and finally passed Bowen on lap five, while Barnett and Holland led a heated dice going on between Liles and Lechien, who had made quick work of bunches of riders to get into sixth.

Bowen stayed in close company with Johnson until lap seven — then disaster struck. "I was following Ricky and I watched him nearly crash on a rough stretch," said Bowen. "I took the same line and crashed real hard. I got shook up and the bike came out of it with bent handlebars." Bowen rode one slow lap and then retired.

Johnson cooked to an eight-second margin of victory over Barnett, while Lechien pulled clear of Liles in the waning laps to finish third. Holland came in for fifth behind Liles and ahead of Kawasaki's Kent Howerton.

"I feel I could've held off Lechien if I would've had my front brake," said Liles. "I hit some loose rocks near the start/finish line four laps from the end and went down. I was up fast, but



Broc Glover once again finished runner-up to Honda's David Bailey. Glover has only won one moto all year long.

the front brake lever was ripped off."

The start of the final moto saw Johnson and his Cliff Lett-tuned machine with a quick getaway as Barnett, Holland and Liles mixed it up behind him. Lechien locked handlebars with another rider and got the worst of it exiting the first corner; he was dragged to the ground and got back up at the tail end of the pack.

Halfway into the first lap Liles made a charge for Holland toward the bottom of a slope and wasn't able to make the corner that followed. "I really scared myself," said Liles. "I got off into a hole at the top and both feet came off the pegs, my hands came off the bars, and I laid it down at the bottom of the hill. Somehow, I had enough momentum and bounced back upright after tagging the fence."

King, Howerton and Honda's Bob Hannah, who had a ninth in moto one, went by before Liles recovered.

As Johnson sped away, Holland, Barnett and Hannah linked up after Hannah did away with King and Howerton. Hannah pushed into second on lap five, with Holland going ahead through lap nine.

Lap 10 saw Johnson with a 10-second cushion and Hannah under constant fire from Liles, while Holland was left in fifth by a charging Howerton.

"I slowed down in the middle and started looking for some better lines," said Howerton. "I was actually going faster and easily passed some riders in the late laps by simply taking advantage of the good lines."

Liles careened into second behind Johnson after Hannah stalled with two laps left, then Howerton found a way around Hannah in the final lap. Johnson led Liles, Howerton, Hannah, Holland, King, Barnett, Lechien and Bowen home.

"It was my day," said Johnson after a champagne shower in winner's circle. "Good starts, good finishes, and everything in between was good. I'll take this any day!"

500cc

David Bailey and Broc Glover wished each other the best of luck as they lined up on the gate, then Glover got the best start of the 40 rider field. "I bogged the motor a bit on the start," said Bailey. "Broc was already gone and I went to the outside in the grass and passed him. As we went into the corner he came up beside me and yelled, 'Your bike is way too fast!' Jo Jo (Keller) was right in there with us, and he overshot the corner along with Broc."

Less than a minute later Glover again had the upper hand — over Bettencourt's Honda-sponsored Keller — with Bailey a tight third over teammate Danny "Magoo"

Chandler and Goat Breker. "I got around Bailey," said Keller, "and I think I could've held that pace all the way. But after I passed him I was only second for about two laps — I lost my concentration for a second and went down, which was easy to do since the track was so slick."

Midway through lap three Bailey took up second behind Glover, then Keller got knocked to fourth courtesy Breker. Chandler also crashed and was back in 12th.

Glover and Bailey circulated the track less than a second apart through lap six, then Bailey made a clean pass on a downhill early in lap seven and cruised on for the win despite a rock-damaged engine case. "I began to lose transmission oil in the final laps," said Bailey. "Luckily, I was able to finish."

Glover placed second over Breker and Team Tamm's John Whelchel, who had slipped ahead of Keller at the halfway point. Keller took fifth over Yamaha Support rider Pete Snorteland.

After repairs were made to Bailey's motor by tuner Cliff White, Bailey was again forced to follow Glover at the start of moto two. Breker, Whelchel and Keller trailed, with Husqvarna's Micky Dymond sixth over Montgomery Cycle's Mickey Kessler.

Glover snuck away from Bailey to the tune of one to two seconds per lap through lap three, but then Bailey settled down and began to close in. By lap five two seconds was all that remained between Glover and Bailey, with Breker waiting in third another two seconds back. Whelchel held fourth Keller, Kessler and Dymond.

It was not until lap 10 that Bailey got the break he was waiting for. "We were on the same downhill where I had passed Broc in the first moto," said Bailey, "and I made a 'miracle' pass. Broc was going slow at the top then he gassed it really hard. I was already committed and was going way too fast. I jammed on the brakes and went for the inside of the corner, trying not to run into him. Basically, I crashed but kept going somehow, and I had the lead. My bars had even dragged on the ground!"

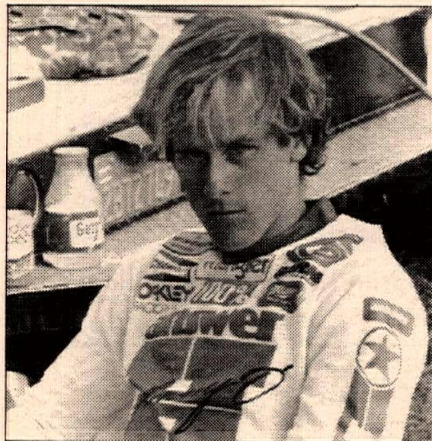
Bailey kept up his momentum for the win over Glover, with Breker a close third. Kessler moved in to finish fourth after Whelchel dropped out, and Dymond took fifth over Snorteland and Keller.

"I thought I had a clogged air filter with all of the 'moon dust' out there," said Keller, "but now we think it was just a fouled spark plug. I was holding on in fifth but since the bike was running poorly I got passed toward the end. I'm still pretty happy with sixth overall."

Breker stayed as close as anyone



Yamaha's Rick Johnson had a flawless day by winning both motos in the 250cc class and now has a 19-point lead over Ron Lechien.



Johnny O'Mara (above left) wasn't too pleased about his second-place performance. David Bailey (1) won his 13th 500cc moto this year.

has to Bailey and Glover late in a moto this year. "I was definitely in the hunt for the first time in a while," said Breker. "All of the work we've done with the factory Kawasaki seems to be paying off."

Results

125cc: 1. Jeff Ward (Kaw) 2-1; 2. Johnny O'Mara (Hon) 1-2; 3. A.J. Whiting (Hon) 6-3; 4. Rick Ryan (Suz) 5-4; 5. Jim Anderson (Yam) 3-7; 6. Erik Kehoe (Hon) 8-5; 7. Doug Dubach (Suz) 10-9; 8. Mike Beier (Yam) 14-6; 9. Tom Rice (Kaw) 13-8; 10. Mike Jones (Kaw) 11-12; 11. Fred Andrews (Hon) 9-14; 12. Rodney Smith (Yam) 4-*; 13. Bryan Abernathy (Hon) 7-*; 14. Danny Storbeck (Yam) *-10; 15. Guy Cooper (Hon) *-11; 16. Eric Hall (Hon) 20-13; 17. Mark McLaren (Kaw) 18-15; 18. Doug Hoover (Yam) 12-*; 19. Jeff Frisz (Hon) 19-16; 20. Greg Randa (Yam) 15-*.

*Denotes placing out of the top 20.

125cc POINT STANDINGS: 1. Jeff Ward (335); 2. Johnny O'Mara (323); 3. A.J. Whiting (228); 4. Mike Beier (226); 5. Erik Kehoe (170); 6. Jim Anderson (165); 7. Danny Storbeck (135); 8. Rick Ryan (123); 9. Guy Cooper (118); 10. Eric Hall (113).

250cc: 1. Ricky Johnson (Yam) 1-1; 2. Billy Liles (Kaw) 4-2; 3. Mark Barnett (Suz) 2-7; 4. Kent Howerton (Kaw) 6-3; 5. Ron Lechien (Hon) 3-8; 6. George Holland (Suz) 5-5; 7. Bob Hannah (Hon) 9-4; 8. Alan King (Hon) 8-6; 9. Scott Burnworth (Suz) 7-10; 10. Jim Holley (Yam) 10-11; 11. Kevin Foley (Hon) 15-14; 12. Tom Carson (Hon) 17-12; 13. Jeff Hicks (Hon) 15-14; 14. Keith Bowen (Yam) *-9; 15. Scooter Stafford (Yam) 12-*; 16. Ken Briggs (Hon) 13-*; 17. Johnny Spaw (Yam) 20-15; 18. Rich Westfall (Hon) 19-16; 19. Brett Rader (Hon) 14-*; 20. Kurt McMillen (Hon) 18-18.

250cc POINT STANDINGS: 1. Ricky Johnson (288); 2. Ron Lechien (269); 3. Billy Liles (260); 4. Alan King (218); 5. Mark Barnett (213); 6. Keith Bowen (203); 7. Kent Howerton (197); 8. Jim Holley (154); 9. Jeff Hicks (138); 10. George Holland (117).

500cc: 1. David Bailey (Hon) 1-1; 2. Broc Glover (Yam) 2-2; 3. Goat Breker (Kaw) 3-3; 4. Mickey Kessler (Hon) 9-4; 5. Micky Dymond (Hus) 7-5; 6. Jo

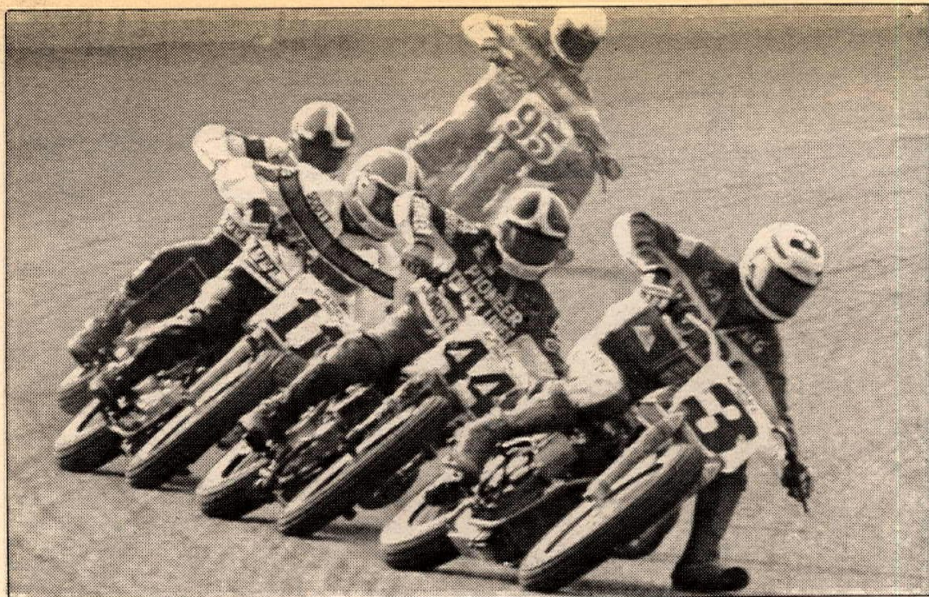


Two crashes put a hamper on Ron Lechien's day. He finished fifth.

Jo Keller (Hon) 5-8; 7. Pete Snorteland (Yam) 10-6; 8. Mark Murphy (Yam) 11-9; 9. Andy Stacy (Hus) 14-7; 10. Danny Chandler (Hon) 8-13; 11. David McClain (Hon) 12-10; 12. John Whelchel (Hon) 4-*; 13. Tim Coombs (Yam) 13-12; 14. Kenny Keylon (Yam) 6-*; 15. Mike Harnden (Hon) 17-11; 16. John Collins (Hon) 16-15; 17. Terry Hobbs (Hon) 18-14; 18. Ron Dunfee 19-17; 19. Steve Burdette (Yam) 15-*; 20. Mike Robinson (Yam) *-16.

500cc POINT STANDINGS: 1. David Bailey (347); 2. Broc Glover (309); 3. Goat Breker (261); 4. Pete Snorteland (177); 5. Mark Murphy (164); 6. Mickey Dymond (162); 7. Mickey Kessler (141); 8. Kenny Keylon (131); 9. Andy Stacy (123); 10. David McClain (121).

AMA/BEL-RAY GRAND NATIONAL MX CHAMPIONSHIP SERIES POINT STANDINGS: 1. David Bailey (400); 2. Jeff Ward (390); 3. Johnny O'Mara (349); 4. Broc Glover (322); 5. Ricky Johnson (312); 6. Billy Liles (291); 7. Ron Lechien (287); 8. Goat Breker (261); 9. Mark Barnett (257); 10. (TIE) Alan King/A.J. Whiting (236).



PHOTOS BY BERT SHEPARD

Ricky Graham leads Alex Jorgensen (44), Scott Parker (11), Randy Goss (hidden) and Scott Parson (95) in the National. Goss moved by Parker before the checkered flag.



Graham claimed his fourth consecutive Springfield Mile to regain the top Camel Pro points position, in a tie with Goss.

AMA Grand National Championship/ Camel Pro Series: Round 16

Springfield Mile to Graham — again

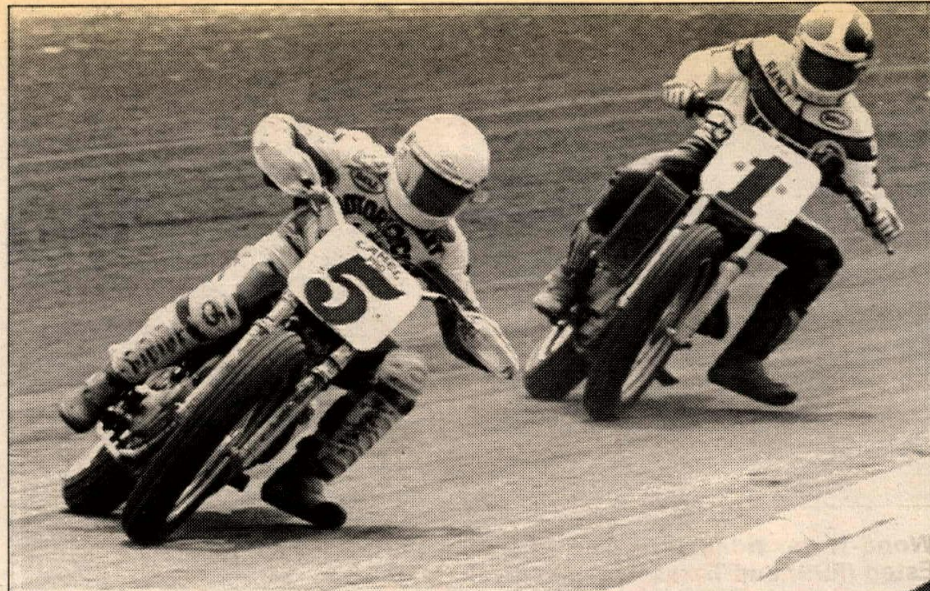
By Gary Van Voorhis

SPRINGFIELD, IL, JULY 22

Honda's Ricky Graham, with a burst of raw horsepower in a drag race to the finish line, shattered Alex Jorgensen's dream of breaking the stranglehold Graham has on the

Camel Pro Series Springfield Mile National. Graham edged

Harley-Davidson-mounted Jorgensen by less than two feet



Gary Scott holds off Randy Goss (1) in the second heat. Scott won this heat, but settled for ninth in the main.

at the flag with Harley's Randy Goss a scant three feet behind the pair. The Harley versus Honda battle continued for fourth with Scott Parker putting his orange and black Milwaukee machine ahead of the red, white and blue RS750 of Doug Chandler.

For Graham, the win marked his fourth consecutive Springfield victory since AMA Grand National Championship racing returned to the Illinois State Fairgrounds. Despite being the top rider in time trials and winning the fastest heat with a time six seconds quicker than the winner of the second fastest heat, Graham's National win was captured in knock-down, drag-out, barroom brawl style with as many as eight riders in contention to the halfway point.

Graham's win, coupled with the third place finish of Goss, puts the two in a tie at 151 points for the lead in the point standings. Parker continues to shadow the frontrunners in third at 133.

Terry Poovey was back in action for the first time since the July 7 altercation with Bubba Shobert at the St. Louis National Short Track which left Poovey with cuts to his right eye requiring 17 stitches. A close look at Poovey revealed the areas on the eyelid and below the eye where he was cut.

Shobert was riding at Springfield while his \$1,000 fine/45-day suspension by the AMA is under appeal.

The Illinois Motorcycle Dealers Association (IMDA), organizers of the National, breathed a collective sigh of relief when the races were over. The National had been rained out on May 20 and again on May 27 and 28. A crowd estimated at "around 14,000" by IMDA's Tote Gray turned out for the action and got their money's worth.

Time Trials

A timing clock malfunction sent a number of early qualifiers back for another shot. Graham ran three times against the clocks before getting a run to register. His 35.085 second lap was a good bit off the track record he set May 27 at 34.54. Unofficially, a number of hand held stopwatches had Graham below his record on his first ride when the clocks failed to work. Goss, with a 35.489, followed Graham. Hank Scott, Chandler and Parker rounded out the top five. Philip Culver, at 37.708, was the 48th and final qualifier for the National field.

Heats

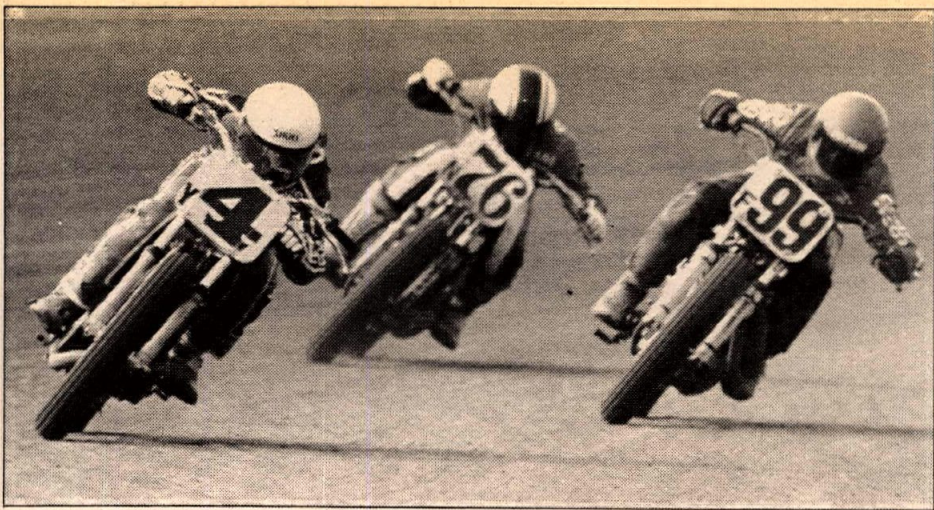
Graham wasted little time in asserting himself in the first heat. He was first off the starting line, first into turn one and long gone after that. While Graham was building up a

third-of-a-mile lead by the finish of the 10-lap heat, six riders were battling for second. That number became five when Ted Boody parked his bike on the backstretch with engine problems which were later diagnosed as a broken valve. Parker drew away from the second place battle to make it one for third with the action narrowing itself down to a Tom Maitland versus Rich Arnaiz duel which ND/Castrol/Hi-Point/Shoei-backed Maitland won with a stronger drive off turn four on the final lap. It was the fastest heat of the program, giving Graham the pole for the National.

A battle of the champions cropped up in heat two, pitting defending Camel Pro Series Champion Randy Goss against former title holder Gary Scott. The two, swapping the lead two and three times a lap in one of the best races of the day, carried the confrontation right to the finish line with Scott, in a draft-and-pass maneuver, edging Goss by a foot. Third position and the last direct transfer to the National went to the line also. Shobert, seventh on the start, slowly worked his way to fifth by lap eight and then moved to fourth when Rod Farris blew an engine. Mike Garrison tried, but couldn't hold off Shobert in a dash to the finish.

Hank Scott, on the KK Motorcycle Supply/Sisemore Traveland-sponsored XR, was already on his way to a start-to-finish ride out front in heat three heading off turn two while Steve Morehead was coasting and looking down at the right side of his bike. "The shift lever fell off as I went to shift off the line on the start," said Morehead afterward. He coasted to the pits, had repairs made and got back on the track in an attempt to get into the semi. Meanwhile, Steve Eklund and his Gardner Racing Harley were looking strong in second. On lap seven, Eklund's bike's engine began running on one cylinder and he dropped quickly to fifth behind Scott Pearson, Dan Ingram and Pete Hames. Pearson went on to finish second behind Scott with Hames nipping Ingram at the line for third.

Chandler and Jorgensen were joined by Terry Poovey in a three-way battle for the lead in heat four. The scrap lasted for five laps with Chandler then slowing with a sour engine at the same time Jimmy Filice headed to the pits with a broken primary chain. Jorgensen took command with Poovey close behind and the two ran within 10 bikelengths of each other to the finish. Jon Cornwell held third going into the final lap. Tim Mertens had other ideas and dropped Cornwell to fourth with half a lap to go to put his Belleville Honda-sponsored Harley into the



Wood-Rotax rider Chris Carr (Y4) won the Junior National over Donald Estep (F99) and Texas' Duane Duvall (N76).

National.

Semis

The top two finishers from the two semis would earn spots in the National. Mike Garrison went on the two minute clock on the starting line of semi one when he noticed the mounting bracket on his magneto had broken. It was plastered with duct tape and secured. Confusion over who was timing Garrison resulted in a lengthy grace period.

A five-rider battle for the top two spots then ensued with Garrison finally inching away to put his Garrison Roofing/Keener's H-D of Visalta, California/Storz-sponsored Harley in front at the finish. Billy Herndon, on the Nava/Sisemore-backed Harley, edged Dave Durrelle at the finish by half a bike-length for second.

Chandler won the second semi with a strong performance and said later he felt lucky just to be in the race. Three riders had dropped out of his heat before his engine problem leaving him ninth and with the final transfer to the semi. A 30-minute engine change led by Chandler's tuner Jerry Griffith and involving nearly everyone in the Honda pits got the bike ready by semi time. Cornwell and Eklund went at it for second with the two then moving on Chandler in the final lap. Chandler was a bike-length up on Cornwell at the flag when Eklund's last turn strategy cost him second.

Last Chance Qualifier

Lady Luck frowned on Eklund for the third time in the LCQ. Eklund built up a 100-yard lead over a snarling pack of seven riders dicing for second when his engine went sour on lap eight. Durrelle, on the Neil Winston/Al Muth H-D of Black River Falls (Minnesota)-backed XR, emerged from the group after Eklund's bad luck to win.

Junior National

The Junior National provided the fans with a thrilling race among Chris Carr, on the Wood-Rotax 500cc four-stroke single, Don Estep on a restricted Harley-Davidson XR750 borrowed from Expert Mike Hilley, and Harley-mounted Duane Duvall. Carr came out on top of the battle by one bikelength with Estep getting the nod over Duvall for second in a finish too close to call and requiring a conference by AMA officials to set the order.

Carr took command on the start and opened up some breathing room while both Estep and Duvall worked their way through traffic before closing and setting the top three by lap seven of the 12-lap National. Carr and Estep traded the lead for the final five laps with Duvall, fighting a bad high speed front end wobble, lurking just feet behind. Carr took the lead

away from Estep on the final lap and held off repeated challenges to win. Duvall lunge a draft and pass move heading for the finish line, but the Harley-Davidson of North Texas (Dallas) rider came up inches short.

"This is the closest race on a mile I've been involved in," said a jubilant Carr. "That's what it's all about, giving the fans a show and I think we really did."

"Getting caught in traffic in the early laps cost me a bit," said Estep. "Maybe if I had been able to challenge earlier the finish might have been reversed."

"I don't know why the front end was wobbling so much," said Duvall. "It's hard to race when the bike wants to throw you off at the end of the straights."

National

Graham chose to start right in the middle of the groove, on the grandstand side of the track. Jorgensen, Gary Scott, Parker, Goss and Hank Scott filled row one of the three-row 6-6-5 grid. Goss' bike sported a vertically-mounted oil cooler jutting out from the front right side engine/frame down tube area. Goss joked he could use one in his leathers in the 90-plus-degree heat.

Graham took the lead away from Parker as the field exited turn two on the first of 25 laps. Parker settled in behind with Jorgensen, Pearson and the field behind. Goss, after a mid-pack start, quickly sliced through traffic to fifth by the end of lap three while Pearson was putting moves on Jorgensen for third.

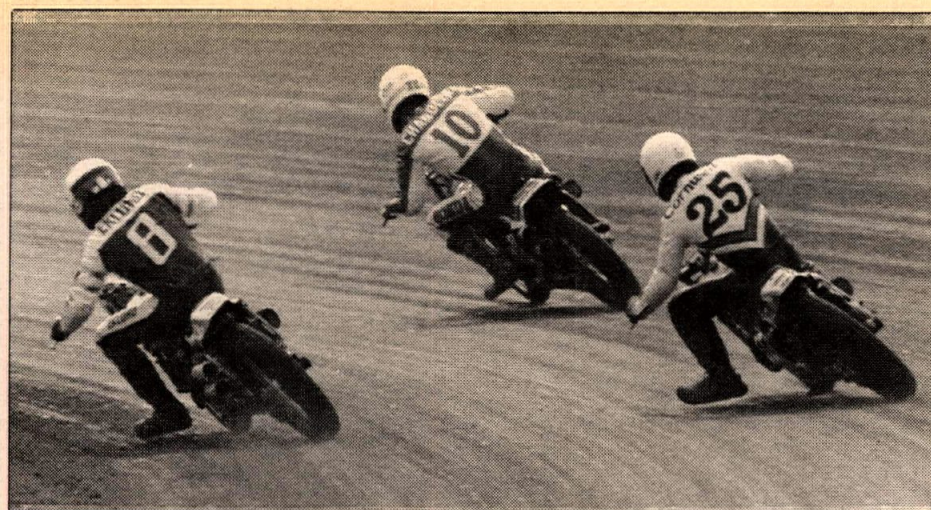
The lead pack consisted of six bikes on lap five with the distance between leader Graham and sixth place Chandler about 15 bike-lengths. Mertens led a second pack containing Shobert plus Hank and Gary Scott.

Two laps later, mini battles began to erupt with Graham/Parker ahead of Pearson/Jorgensen/Goss while the Chandler/Mertens/Shobert duel followed.

Lap nine saw the Graham/Parker/Pearson/Goss/Jorgensen train running three, four and trying to squeeze five abreast on the back stretch while running in fighter squadron formation — three deep and then two abreast — through turns three/four for three laps. Chandler, Mertens and Shobert then rejoined the battle, making it an eight-rider formation for the lead.

Jorgensen had the lead on lap 11 with Goss and Parker behind/alongside as Graham found himself in fourth. "I thought my line was a good one until Jorgy, Parker and Goss blew by," said Graham afterward. "I decided to hang back a lap or two to see the lines they were using, but it still looked like mine was the best."

Graham regained the lead on lap 14 from Jorgensen with Goss, Parker,



Doug Chandler (10) dices with Steve Eklund and Jon Cornwell (25) in the second semi final. Cornwell was second behind Chandler.



Miss Harley-Davidson Regina Smith celebrates with Junior winner Chris Carr. Carr extended his points lead over Estep.

Chandler, Mertens, Pearson and Showbert within striking distance. Hank Scott, Poovey, Gary Scott, Hames, Maitland, Garrison, Cornwell, Herndon and Dave Durrelle trailed. Durrelle, with a sick engine, retired on the next lap.

Jorgensen led lap 16 with Goss out front on lap 17. Graham was back on top on lap 18. Poovey's ride came to an end on that lap when he sheared the end of the crank off. He coasted to the pits and called it a day.

Graham held the lead for laps 19 and 20 as the front three pulled away from the Chandler/Parker battle for fourth and the Mertens/Shobert/Pearson fight for sixth. Parker and Chandler lost touch with the leaders when Parker got into turn three a bit hot, got sideways and caused those close behind him to get off the gas momentarily.

Goss grabbed the lead on a low line pass heading into turn three on the 21st lap and held it until Graham and Jorgensen dropped him to third with similar maneuvers in the same turn on the next lap.

Jorgensen then took a short run out front with a strong drive off turn two on lap 23 only to have Graham beat him to the start/finish line. Goss bumped Jorgensen to third on lap 23 and then grabbed the lead coming to the white flag lap and the final lap.

Graham was back on top through turn one and off turn two, but Jorgensen drafted past into turn three and held his line through turn four. Graham followed Jorgensen off turn four, grabbed a handful of throttle, pulled out of the draft and gathered momentum, getting stronger with every foot. Graham crossed the finish line a foot ahead of Jorgensen, in the middle, with Goss trying his best to sneak into second on the outside line and coming up three feet short.

"I wasn't worried when Jorgy took the lead on the final lap," said Graham. "I knew I had the power to run him down at the line. Four in a row, it's hard to believe. I'm not sure what the secret is. I guess it's just that the

track and I come together." Adding to the smile on Graham's face was \$6,700 in prize money from the \$40,000 purse and approximately \$500 in additional money for qualifying and lap leader awards.

"I had my fingers crossed that Ricky would bobble or make a minor mistake coming off turn four," said Pioneer Truck Lines/Hi-Point/R&B Harley-Davidson of Racine (Wisconsin)-sponsored Jorgensen after the champagne party in winner's circle. "I knew that would be the only way I had a chance to beat Ricky. It was one heck of a race."

"The whole complexion of the track changed when they watered it before the Junior National," said Goss. "We actually created a new groove up above the one we were racing on before the National. That changed the strategy of a lot of riders and allowed us to put on a good race. It was quite a show from where I was and, if it was possible, I would've liked to have been in the stands watching as well."

Results

25-LAP NATIONAL: 1. Ricky Graham (H-D); 2. Alex Jorgensen (H-D); 3. Randy Goss (H-D); 4. Scott Parker (H-D); 5. Doug Chandler (H-D); 6. Hank Scott (H-D); 7. Bubba Shobert (H-D); 8. Tim Mertens (H-D); 9. Gary Scott (H-D); 10. Jon Cornwell (H-D); 11. Mike Garrison (H-D); 12. Tom Maitland (H-D); 13. Billy Herndon (H-D); 14. Scott Pearson (H-D); 15. Pete Hames (H-D); 16. Terry Poovey (H-D); 17. Dave Durrelle (H-D).

Time: 15 min., 00.28 sec.

Average speed: 99.96 mph.

12-LAP JUNIOR NATIONAL: 1. Chris Carr (W-R); 2. Don Estep (H-D); 3. Duane Duvall (H-D); 4. Roger Thompson (H-D); 5. Brad Furlong (C-A); 6. Dominic Michaud (C-A); 7. Mike Arthur (C-A); 8. Randal Lyman (H-D); 9. Jamey Peacock (H-D); 10. James Clarke (H-D); 11. Donald Myers (H-D); 12. Ken Maynard (H-D).

Time: 7 min., 26.59 sec.

Average speed: 96.73 mph.

JUNIOR NATIONAL CHAMPIONSHIP POINT STANDINGS: 1. Chris Carr (189); 2. Don Estep (143); 3. Duane Duvall (114); 4. Roger Thompson (112); 5. Mike Arthur (75).

AMA GRAND NATIONAL CHAMPIONSHIP POINT PRO SERIES POINT STANDINGS: 1. (Tie) Ricky Graham/Randy Goss (151); 3. Scott Parker (133); 4. Bubba Shobert (117); 5. Doug Chandler (116); 6. Ted Boody (104); 7. Alex Jorgensen (87); 8. Terry Poovey (60); 9. Steve Morehead (58); 10. Mike Baldwin (57); 11. Pete Hames (54); 12. (Tie) Jimmy Filice/Scott Pearson (45); 14. Kenny Roberts (40); 15. (Tie) Gary Scott/Jay Springsteen (39); 17. Steve Eklund (38); 18. Wes Cooley (36); 19. Hank Scott (33); 20. (Tie) Doug Brauneck/Ronnie Jones (26).



PHOTOS BY KIT PALMER

Greg Zitterkopf, on an '85 water-cooled CR500R Honda, won the 500cc Pro class with little trouble. He didn't mind the mud.



Terry McGinnis won a hard-fought battle in the 250cc Pro class after dicing with Chappy Blose and Tracy Oswell the whole race.

CMC/Skoal Bandit Western Regional MX Championship

Zitterkopf, McGinnis, Smith take Utah MX by storm

By Kit Palmer

ST. GEORGE, UT, JULY 22

Piloting a 1985 water-cooled CR500R Honda, Greg Zitterkopf recovered from a third-place start to win the 500cc Pro class at the California Motorsport Club-sanctioned/Skoal

Bandit-sponsored Western Regional Championship MX at the Fly-'n-LD Ranch. Honda mounted Terry McGinnis had to work quite a bit harder than Zitterkopf did to win the 250cc Pro class, while Yamaha rider Brent Smith overcame tough competitors, such as Ron Turner and Chappy Blose, to win the 125cc Pro division.

Weeks prior to the race, the St. George area was constantly reaching temperatures over the 100° mark, so most of the riders who came from all over the country came prepared for the heat; but the unexpected happened — the night before the event, it poured rain. When it came time to practice Sunday morning, the track that so many riders said was "perfect" after practice Saturday afternoon was a mess. The course was two miles in length and was laid out over grass-covered rolling hills littered with trees; under normal conditions, it took Pros nearly two and a half minutes to complete one lap. The on/off,

sometimes extremely heavy downpours from scattered thunderstorms caused such havoc that only the first round of motos could be completed (12 races).

The Pros were competing for a split \$4,500 purse, while the sportsman classes were dicing for \$3,000 worth of contingencies from O'Neal Racing Products. Little did the riders know that their first-moto score would end up being their second-moto score as well.

After the rains had stopped just before Sunday morning practice, the 500cc Pros were the first to compete on the sloppy track. The rubberband start saw Robert "Robot" Rodgers put his CR500R Honda into the front of the pack, while Brett Cross and Zitterkopf tried to stay out of Rodgers' roost. However, Rodgers slid out and handed the lead to Cross, who soon dropped his Honda in the muck. Zitterkopf took over the lead and started to extend it in a hurry. Lone Yamaha rider Russ Wageman slipped into second with M-Star-mounted Pete

Murray hot on his rear fender.

By the halfway point, the track started to show signs of drying out as Zitterkopf enjoyed a huge lead. Wageman started to pull away from Murray, who began noticing Cross on his tail. While Zitterkopf and Wageman were busy trying to stay upright, Cross tried every trick in the book to get past Murray, unsuccessfully. With a few laps remaining, Cross crashed again, losing valuable time to Murray. Zitterkopf had a calendar-size lead over Wageman, who finished way ahead of Murray and Cross.

"The track is super fun!" said Zitterkopf afterwards. "It's beginning to dry. I got a bad start, because the starter told us before the beginning of the race he would put a flag behind his back before letting us go. I was waiting for that, but he just all-of-a-sudden waved the green flag; maybe I misunderstood. When I was second, I just knew Cross would crash — he was riding like a madman, like there was no mud. I was right. After he crashed, it was a piece of cake."

By the time the fifth race, the 250cc Pros, rolled around, the track was excellent, but pitch black clouds hovering over the hills nearby were beginning to threaten. Nonetheless, Honda-mounted Tracy Oswell stole the holeshot ahead of Blose, McGinnis and Honda-mounted Bill Buttram.

During the first lap, McGinnis, who lives in Utah, found his way around Blose and then set after Oswell. By the end of lap two, McGinnis slipped underneath Oswell and took control. But Oswell and Blose didn't give up. A heated three-way battle for the lead stayed hot for the next 10 laps. Blose hounded Oswell during most of that time, then the Arizonian Blose ducked inside of Oswell in a tight left turn for second. Team Tamm-backed Lenny Giger, piloting a Honda, worked his way into fourth after a fair start and spent most of the time keeping Wageman at bay, but Wageman wasn't much of a threat because his Yamaha broke a part in the power valve and cost him ponies.

When the checkered flag appeared, McGinnis had a semi-comfortable

lead over Blose, who finished just a few feet ahead of Oswell. Giger took fifth.

Not more than five minutes after the 250cc Pros had exited the track, those ominous, black clouds unloaded, drenching the track and almost everyone in a 10-minute downpour, with thunder and lightening. That did it; the track turned into pudding. Such downpours happened about once every half hour, afterwards, making the track nearly impassable by the seventh race — the 125cc Pros.

Smith put his Yamaha into the front of the pack at the start of the moto, while the recent Hawaiian Supercross winner, Cagiva-mounted Turner, McGinnis and Paul Villa pursued. Shawn Davidson, on a Kawasaki, had a poor start but worked up to third passing McGinnis after he went down. Davidson began putting steady pressure on Turner for the next couple of laps. Near the end of the moto, Turner developed problems with his vision. Once his tear-off were all used up, he had to pull off his goggles. To complicate matters, Turner wears eyeglasses, and when they get dirty, there is nothing for him to do but slow down. With the rain still coming down very hard, Smith developed a huge lead, which he never let slip. Smith took the win ahead of Blose, who put a strong drive after a sixth-place start. Blose took over second after passing Davidson. McGinnis also made a charge after his early-moto fall and ended up third.

"I felt great out there," said Smith. "Once I got the lead I decided to slow so I wouldn't crash. The only time I almost did was over the triple jumps — it was pretty close."

"I felt a lot better in the 250s," said McGinnis. "On the 125, I slid out early and had a hard time getting the bike restarted."

Kelly Carson, aboard a Honda CR500R, stole the holeshot in the 500cc Intermediate class, while Aaron Pipes, Rhett Greenhaigh and Dave Donaldson pursued. Dave Roberts and his Yamaha worked hard during



A grimy but proud Brent Smith after winning the 125cc Pro class during a massive thunder storm.

the first lap to nail second by the second lap, after fifth-place start.

Carson's lead increased with every turn, but he wasn't the fastest one on the track — Doug Jackson and his Honda were. Luckily for Carson, Jackson led the 250cc Intermediate class, which started on the second wave, after the 500s.

With two laps gone, Jackson worked up through the 500s to challenge Jackson. With one lap to go, Jackson dove underneath Carson in a tight left turn and took the lead. But at the top of the following hill, Carson tried Jackson's trick in retaliation but failed. Jackson took the checkered first. Second Open Intermediate went to Pipes, followed by Troy Brown on a Kawasaki, and Barry Hill on a Maico. Second 250 went to Honda-mounted Jim Huber, ahead of Yamaha pilots Rod Hamby and Steve Savala.

Kawasaki rider Jimmy Brown took control of the 80cc Expert class; winning from start to finish. Another Kawasaki rider, Gregg Godfrey, survived a front wheel wash-out down the start/finish table-top jump to finish second. Yamaha pilot Nick Tatton was also a top contender and made a quick goggle change in the middle of the race to finish third. Matt Jenkins settled for fourth.

By the time the final moto came around, it was three o'clock, and the weather was horrible. The rain just kept falling, making the course next to impossible to ride around, so the 125cc Junior class had their hands full. Rick Kolschowsky from Apple Valley, California, on a Kawasaki, put in a fine ride to beat his competitors and the mud. He topped the moto handily ahead of Cord Pearson on a Kawasaki, Jim Bacon on a Husky and Viejo Jones, on a Yamaha.

Results

609-11: 1. Mat Smith (Hon); 2. Chance Maughan (Kaw); 3. David Gaulazzi (Kaw).

80 NOV: 1. Richard Haynes (Kaw); 2. John Sedlik (Hon); 3. Mike Gray (Kaw).

80 JR: 1. Ian Leff (Yam); 2. David Griego (Kaw); 3. Mat Smith (Hon).

80 INT: 1. Ken Arnold (Kaw); 2. Justin Jensen (Yam); 3. Craig Cummings (Yam).

80 EX: 1. Jimmy Brown (Suz); 2. Gregg Godfrey (Kaw); 3. Nick Tatton (Yam).

125 NOV: 1. Troy Dial (Kaw); 2. Mark Prisbrey (Yam); 3. Kenny Caruso (Suz).

125 JR: 1. Rick Kolschowsky (Kaw); 2. Cord Pearson (Kaw); 3. Jim Bacon (Hus).

125 INT: 1. Bryan Nelson (Kaw); 2. Jeff Capt (Kaw); 3. Shane Prisbrey (Yam).

125 PRO: 1. Brent Smith (Yam); 2. Chappy Blose (Kaw); 3. Terry McGinnis (Hon).

250 NOV: 1. Jeffrey Valdez (Hon); 2. John Van Hoove (Hon); 3. Randy Reed (Hon).

250 JR: 1. Greg Groom (Suz); 2. Steve Sheare (Hon); 3. Mario Stadlander (KTM).

250 INT: 1. Doug Jackson (Hon); 2. Jim Huber (Hon); 3. Rod Hamby (Yam).

250 PRO: 1. Terry McGinnis (Hon); 2. Chappy Blose (Kaw); 3. Tracy Oswell (Hon).

500 JR: 1. Michael Nuttall (Hon); 2. KC Combs (Hon); 3. David Woolmore (KMT).

500 INT: 1. Kelly Carson (Hon); 2. Aaron Pipes (Hon); 3. Troy Brown (Kaw).

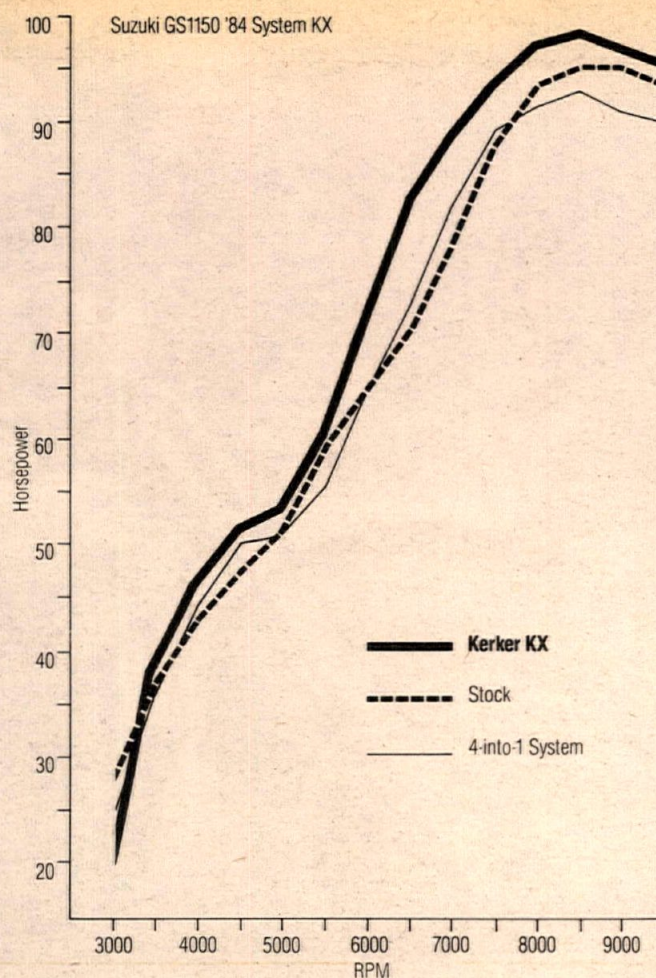
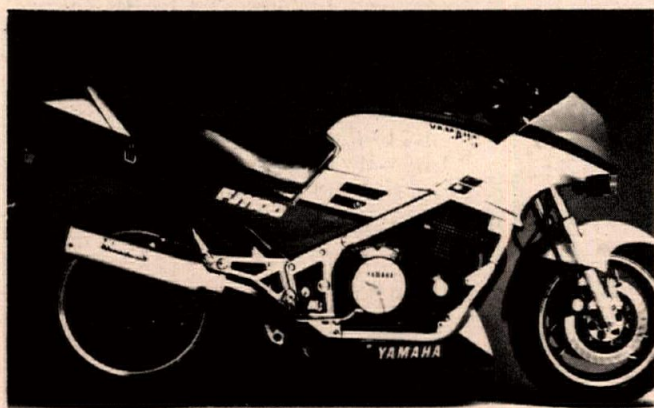
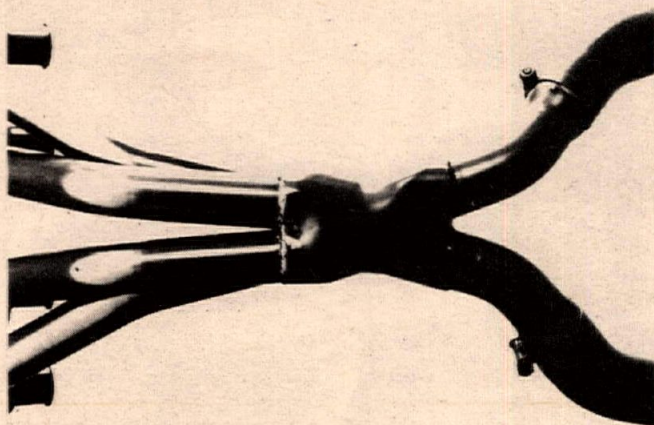
500 PRO: 1. Gregg Zitterkopf (Hon); 2. Russ Wageman (Yam); 3. Pete Murray (M-S).

VET MASTER: 1. Randy Smith (Hon); 2. Mike Drews (Hon); 3. Bob Davidson (Yam).

VET SPTSMN: 1. Steve Bebeck (Hon); 2. Greg Briles (Suz); 3. David Brosius (Hon).

OT SPTSMN: 1. Carl Ellert (C-A); 2. Jim Keeton (Mai).

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Heinz Kinigadner

GP MX shaker 'n' baker

By Tom Kolnowski

It would be quite difficult to imagine one of the top American MXers — such as Broc Glover, Jeff Ward, Johnny O'Mara or Mark Barnett — working behind the scenes at the

corner bakeshop, kneading a mound of dough into what would become a panful of delectable pastries. Now picture, if you will, a small family-owned bakery near the picturesque city of Innsbruck, Austria, where you will find a tall, somewhat muscular countryman happily turning out a staggering array of baked goods. That's Heinz Kinigadner, a man with a commanding point lead in the World Championship 250cc MX Series, and a man in a desperate struggle to stay in that position.

Kinigadner, in his prime as a MXer at 24-years-old, is backed by the KTM factory in Austria in his attack on the GP scene. But all the factory backing in the world can't win a World Championship when the rider is riddled with injuries, and Kinigadner has had his share in 1984. Just past the midpoint of the GP season, and with a staggering 61-point lead over Englishman Jeremy Whatley, Kinigadner sustained a serious injury to his right knee at the Italian round.

Three weeks later, and on the heels of knee surgery, Kinigadner came to the U.S. for the Unadilla round. But the pain in his right leg was still great and he spent his time between

motos at Unadilla with his leg soaking in a tub of ice. He then injured his left leg in a crash on one of Unadilla's many hills. Yet he remains optimistic about his chances of becoming World Champion. "I am hoping things go well through the rest of the season," said Kinigadner, "and that I keep making points. The pain is still there, yet I feel confident about becoming World Champion."

Kinigadner spent years trotting around Europe, first riding International MX and then, beginning in 1981, GPs. He's also been through the full range of machinery, starting 14 years ago riding KTMs, as you would expect since they are one of the "domestic" brands in Austria, and then "riding all of the other European bikes — Husqvarna, Montesa, Ossa, Puch and also a Yamaha. I've been back on KTMs since the start of 1983."

While Kinigadner obviously does not fit the stereotype of the American factory MXer — since he holds down a regular job between GPs, isn't paid a megabuck salary, and doesn't drive an exotic car — he does get the opportunity to travel. Ironically, the two trips he made to the U.S. in 1983 ended in disaster.

"KTM thought it would be good for me to get in some practice before the start of the 1983 GP season," said Kinigadner, "and I came to America to ride the Golden State Series (in California). I got a broken arm."

"I was in a cast until a week before the first GP, and did not have any time for training or to work with setting up the bike. My condition was not so good, but it got better and better and I started to finish higher. When I came to the Canadian GP I was able to score points, but the next week at Unadilla things were not so good. I fell down hard and injured my kidneys. The season was over for me — I spent two weeks in the hospital and did not ride for a long time."

"I wasn't able to start training again until the middle of December," said Kinigadner, "but could not ride the bike until February this year. My conditioning program is very important. I do a lot of running, and when there is snow I cross-country ski all that I can. The conditions in Austria are some of the best in the world for skiing, and I can do it near my house. I also have a small body building room and spend two, maybe three hours per day there."

The 1983 250cc World Champion, Belgian Georges Jobe, moved up to the 500cc wars for 1984, as did 1982 250cc World Champion Danny Laporte, who finished out '83 in second. When asked if he was disappointed to see the top riders no longer in the 250cc class, Kinigadner said, "Yes, I am not happy to see them gone. Taking the good names away means the racing is not as good. Jobe, LaPorte and Kees Van der Ven won many races last year; I would like to see them back on 250s."

In France, the first 250cc GP of '84, Kinigadner finally got everything together with the result being his second career GP win. "I was feeling very good," said Kinigadner, "but it was difficult to say at that time if I had a good chance at winning the championship. There are six or eight

riders who can do very good; when I have luck I can win. My conditioning this year is the best I have ever had. I also started thinking about the first time I won a GP, back in 1982 when I was on the Yamaha. I won in Italy then never won any more that year. I hoped things would go better this year."

He won the first moto in the next round in Austria, but was knocked out of the point lead by Dutchman Gert-Jan Van Doorn after getting a flat tire on the first lap of the second moto.

In Yugoslavia, things also did not go very well. "I got second in the first moto, but fell down in the second moto since the dust was so bad. The handlebars got pushed into my stomach, and I was not able to breathe for a minute. I did not finish well."

Then came Czechoslovakia. "It was very muddy and I was feeling good. I won both motos, and lapped all of the riders through third place. I do good in the mud since in Austria when it rains the mud gets very deep, and I have spent much time learning how to ride in it."

Whatley won the next round in his native England, but Kinigadner turned in a solid 3-6 ride to recapture the point lead. Heinz then utilized his wet weather skills once again in Italy and slithered through the mire to wins in both motos.

"I was very happy to be in command once again, but my right knee swelled up for no apparent reason after Italy. Two days before the West German round I went to the doctor and he withdrew water from the knee."

"In the Saturday practice in Germany, I made a little mistake and fell down to the right, and injured the knee more. I went to the doctor on Monday and had a small operation. My level of conditioning was not as good as it was earlier in the season."

"I felt good for three days then the knee swelled up again. The doctor again extracted some water from the knee."

Kinigadner then turned to a rather strange method of therapy in the days before the Unadilla round. "It was an old remedy I learned from a farmer," said Heinz. "You take a very hot baked potato, cut it open, and place it over the injury. My knee is feeling better since doing that."

Whether the questionable therapy actually helped or not, Kinigadner finished both motos at Unadilla to the tune of an 8-10 tally — good enough to increase his point lead over Whatley — but he headed back to Europe with pain in the left knee as well as the right after falling victim to the rough Unadilla course.

"I have found the American tracks to be much rougher than the tracks in Europe," said Heinz, "and to do good on them will require lots of practice. I plan to come back next year to ride the Golden State Series."

Leisure time during the GP season is a scarce commodity for Kinigadner, who also has a few years of marriage under his belt. "I have little time to relax once the season gets going, and when I do get home I sleep or work in the bakery. If there is some extra time I will go fishing, and I like to make movies with my video equipment."

With the GP season two-thirds complete, we wouldn't expect Kinigadner to "kick back" just yet. "The injuries have set me back, but the season is far from over. I do know I very much want to become World Champion."

The likable Austrian may not be a shoo-in for the title. You can, however, expect the baker from Innsbruck to continue cooking to some fast times in the remaining GPs. And who knows; his recipe just might be the winning one.

TEN YEARS AGO

Harley teamster Gary Scott closed the gap on Yamaha's **Kenny Roberts** with a win at the Ascot TT National. Scott led from the start, and was never contested. Roberts, on the other hand, got off the line fifth, then bullied his way to second by the flag. Roberts' teammate **Gene Romero** finished third.

Zdenek Velky led a 1-2 CZ rout of the Mid-Ohio round of the Inter-AMA series in Lexington. **Jaroslav Falta's** 1-3 score edged **Roger DeCoster's** 2-4 for the runner-up slot in the 250cc International class. Yamaha-mounted **Tim Hart** took his 2-1-3 combination into the winner's circle ahead of **Marty Smith** (Hon) and **Bruce McDougal**.

Harley-Davidson's new water-cooled 250cc road racer made its AFM debut in the hands of **Ron Pierce**. He had very little trouble running away from the others.

David Aldana took his Norton to the heat race win, the trophy dash win, and the fastest qualifying time, then stuffed it into the fence for the third time in four outings at Ascot Park. **Rick Hocking** (Yam) won the Experts' Gold Cup event over **Rob Morrison** (Nor) and **Mark Williams** (Tri). The Junior final was taken by **Alex Jorgensen**, with **Walt Foster** (Tri) and **Skip Aksland** (Yam) following.

At a CMC motocross at Irwindale, California, **Sue Fish** took her Hodaka to the 100cc Junior win over **Robbie Zamora**. **Mike Bell** continued to dominate the 125cc Pros, as was the case throughout southern California.

The Washougal, Washington CMC motocross saw Bultaco riders **Chuck Sun** and **Rick Burgett** sweep 250cc Pro class, while **Ron Sun** (Bul) ran second to **Bert Noble** (Mai) in the Open Pro division.

Mike Bast made a clean sweep of the speedway scene, winning the Scratch main in each event he entered this week. **Carl Cranke** won the Division Two main at Napa, California.

At a P.I.T.S. trials, **Steve Darrow** took his 22-point score past the 24 of **Bob Tyson** for the win at Donner Summit, California.

Thumper fans got a little excitement as **Greg Schweer** took his BSA to the 500cc Pro win at Ascot's night motocross. **Dennis Chandler** (Mai) and **Dan Barnes** got the place and show spots. **Jeff Jennings** rode to victory on a Honda in the 250cc Pros, followed by Barnes and **Will Harper** (CZ). **Gary Denton** led the 125cc Pro fray until crashing in the first moto, and handing the win to **Mike Bell**.

Charlie Brown took the win in the AMA Western Regional Championship round in Clackamas, Oregon. **John Gennai** and **Randy Skiver** continued a sweep of the top six places by the British marque Triumph. **Mark Williams** was the Expert trophy winner.



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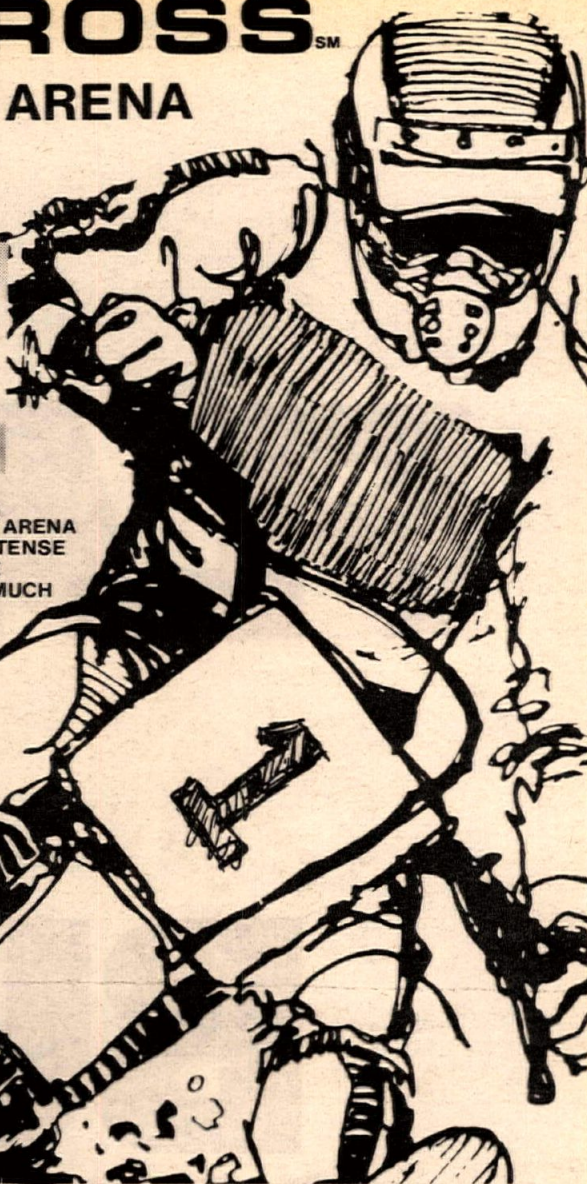
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17 FLATTENED IN BUFFALO STAMPEDE.

Team Honda sweeps Round 11 of the Insport/Wrangler Supercross Series.

Twenty of America's top motocrossers were herded into the gate at the Buffalo Supercross. When the dust cleared, seventeen had lost their hides.

Because when the gate dropped Team Honda's Johnny O'Mara and David Bailey quickly hoofed it into first and second places. On the fourth lap Team Honda's Ron Lechien horned his way into third. And that's how they finished. The rest of the herd was just running in circles.

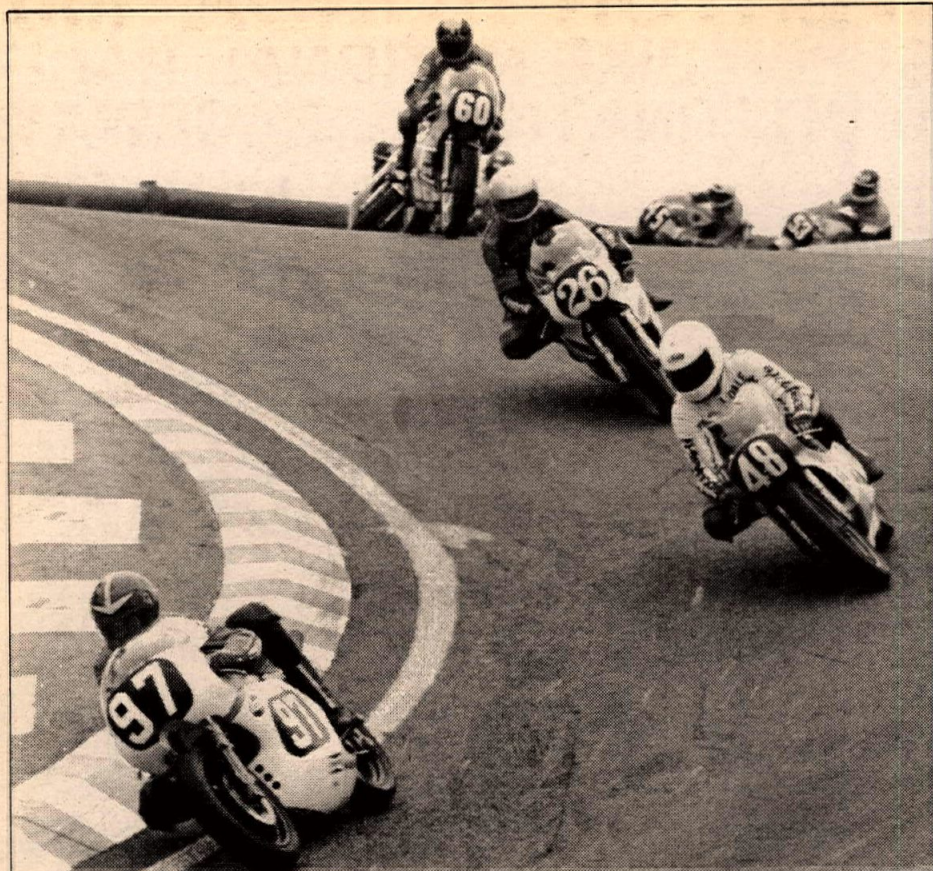
How does Team Honda buffalo its competition? On liquid-cooled, Pro-Link™ equipped RC250s. Mounts that share their winning technology with Honda's advanced CRs.

And what does Johnny O'Mara's 54-point lead with only four races remaining in the Supercross Series make of the competition?

An endangered species.

HONDA
FOLLOW THE LEADER



Laguna Seca (Continued from page 10)

Formula Two: Brunson (97), Franklin (48), White, Rainey and Sommers (behind Rainey). (Below) Winner Rainey.



by crashes before, during and after the actual racing. Rainey became part of the carnage after winning with a 94-mph average speed.

Rainey rode a TZ250L with an aluminum box-section frame built by Kenny Roberts, the engine fitted with HH non-power-valve cylinders and the front fork internals reworked by Simons. The race at Laguna and pre-race practice gave Rainey and mechanic Bruce Maus much-needed track time to experiment and sort-out potential improvements that can be applied to the machine Rainey is riding in the 250cc World Championship series in Europe.

The crashing started in the first lap of practice the morning of the race. Joey Sommers crashed in turn four and took Tracy DeMuro with him. "I had a new tire on and it just slipped out," Sommers said afterwards. The crash left Sommers and his father working frantically on repairs, and Sommers missed the rest of practice. But DeMuro was worse off, suffering a broken collarbone and possibly broken ribs.

In a separate incident, Dave Busby also crashed in morning practice, dislocating his left shoulder, breaking his right thumb and tearing ligaments in his right knee. He'd try to ride later but pull in after a few laps, in agony.

On the warm-up lap just prior to the start John Glover and Wayne Montoya both crashed in the corkscrew, and both picked up their bikes and made the grid.

Sam McDonald led the first lap of the 20-lap event on his RS250R Honda, followed by Mark White on the Tony Smith Racing Rotax and Kevin Brunson on A.A. Harper's Armstrong, with Rainey mid-pack. By the time they had reached the

corkscrew (turn 6) Brunson had taken over second, and by the next lap Brunson was leading. Dale Franklin and his Dave-Harold-tuned Yamaha was in second followed by McDonald, White and Rainey. But then the ignition system came unplugged on McDonald's bike — the steering damper may have pulled a connector loose — and he was out.

Brunson led the third, fourth and fifth laps, but on lap six Rainey took over. From that point Rainey stretched his lead.

By lap eight Rainey was lapping the back of the pack. Brunson was second while Franklin and Sommers dived for third, John Williams and his Can-Am alone in fifth.

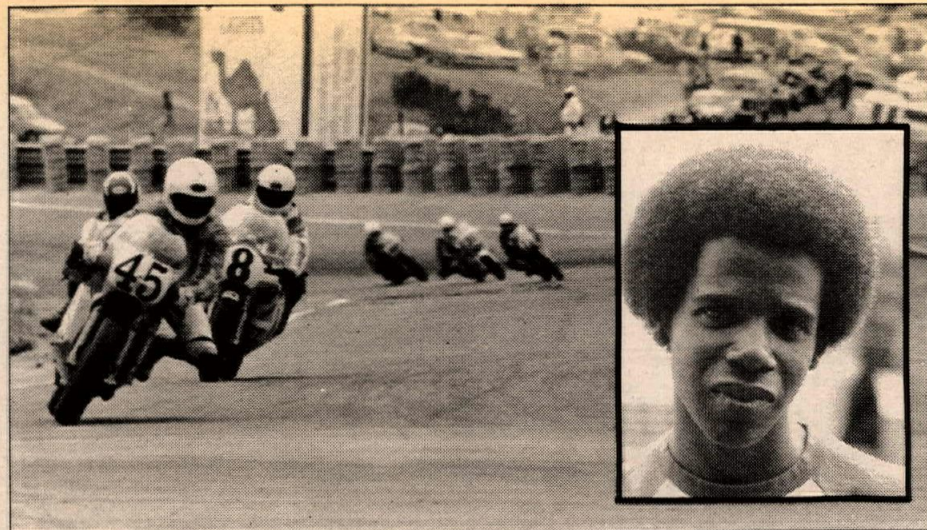
For the top five riders the challenge was getting through traffic. Rainey stayed in front, held his grasp on the top position, and by the end of the race had a five second lead over Brunson. Brunson lost time when he got stuck behind some lappers. Sommers used the traffic jam to his advantage as he put a seven-second cushion between himself and Franklin. Chris Steward fought his way through the pack after a fight with Williams for fifth place; Williams got stuck in traffic and had to settle for sixth. Donnie Greene took a lonely seventh. By the end of the race there had been eight crashes and 10 mechanical drop-outs in a field of 61 entries.

Brunson paid Rainey a complement after the race, "I learned more from Rainey in 30 minutes than in 16 years of school" said Brunson. "I followed him pretty close and we came into traffic. I just started emulating Wayne in traffic, which I don't have much experience in. I started feeling really good. It surprised me that I had horsepower on him, but what really surprised me was that I could run through guys like he did."

Rainey started the race running 1:12 and 1:11 lap times, then dropped to a string of 1:10s, the quickest being 1:10.51. His lap times varied a second or so a lap when Rainey hit heavy concentrations of traffic.

Results

1. Wayne Rainey (Yam); 2. Kevin Brunson (Arm); 3. Joey Sommers (Yam); 4. Dale Franklin (Yam); 5. Chris Steward (Yam); 6. John Williams (C-A); 7. Don Greene (Yam); 8. Chuck Aksland (Yam); 9. Dave Sadowski (Yam); 10. Mark White (Yam); 11. Allan Scott (Yam); 12. Bob Lugliani (Rtx); 13. David Scott (Yam); 14. Santiago Londono (Yam); 15. Aaron



John Williams (45 and inset) beat Gene Church (8) in Battle of the Twins. That's Jimmy Adamo between Williams and Church.

Turner (Yam); 16. Rick Collins (Yam); 17. Mike Kenyon (Yam); 18. Scott Moore (Yam); 19. Bob DeWitt (Yam); 20. Rob Stabile (Yam).
DISTANCE: 20 laps, 38 miles
TIME: 24:08.693
SPEED: 94.43 mph

AMA FORMULA TWO CHAMPIONSHIP POINT STANDINGS: 1. Chris Steward (64); 2. Joey Sommers (56); 3. Don Greene (51); 4. David Busby (49); 5. Tracy DeMuro (47); 6. (TIE) Kevin Brunson/Dale Franklin (45); 8. Wayne Rainey (40); 9. Sam McDonald (32); 10. (TIE) Chuck Aksland/John Williams (25).

Battle of the Twins

Williams Ducs to win

By John Ulrich

MONTEREY, CA, JULY 22

John Williams rode Dale Newton's 750cc Ducati TT1 to victory in the Laguna Seca Battle of the Twins, but he had to do it twice. The race was red-flagged twice, once when Williams led and controlled from the start, the second time when Williams trailed Gene Church on the Don Tilley-tuned H.O.G. Harley-Davidson. But after the third start, at the final finish, Williams was in front.

It was his third event on Newton's bikes; he won in Seattle and was second at Sears Point last year on Newton's 900SS-based bikes. This year Newton — owner, tuner and sponsor rolled into one — has a pair of immaculate Pantah-based works racebikes and Laguna Seca marked Williams' debut on the new machine.

"I want to win this one bad," Williams said before the first restart. "If they hadn't stopped the race I would have been gone."

It may not have sounded modest, but Williams was right.

He's an honest candidate for a Hard-Luck-Kid award, a serious racer with the worst luck and, usually, hampered by his equipment, which is either slow or breaks or both.

Newton's bikes aren't slow and don't break, and Williams' luck changed.

It started with the first start — Williams holeshot the field and pulled away a couple of seconds immediately, turning 1:12 and 1:13 lap times and leaving Church and BoTT Champion Jimmy Adamo on Reno Leoni's Pantah-based Cagiva. Dave Roper was a distant fourth ahead of Harry Klinzmann on the Krauser BMW and Kevin Bracken on the Bracken/Guest Racing Ducati 900.

The red flag came out when Mike Ross and Dave McClure crashed in the Corkscrew and that crash was the start of a long BoTT day.

The race was amazing to see, a mixture of every type of twin-cylinder four-stroke in every type of condition ridden by riders with the widest possible range of abilities; watching the

race revealed every line or combination of lines or mish-mash of non-lines. There were races with races, guys stuffing and wobbling and weaving, some hanging off on conventional lines, some sitting bolt upright and squaring off corners. The bikes included serious racers like those ridden by Williams, Church, Adamo, et. al., and stock 400s and 450s. The track was full of riders, traffic was impossible, and the race looked like a good idea gone mad. There were plenty of wrecks to back up that theory.

Church launched himself first at the restart, Adamo and Williams close behind. By the fourth lap Williams passed Adamo; the next lap Adamo pitted — a throttle cable had jumped out of one of the carburetor slides.

No matter. Another red flag stopped the restart, this time when Brent Ross collided with Mark Yarrow, in the corkscrew.

By this time Klinzmann was long out of the race, the Krauser BMW again breaking its five-speed transmission, just like U.S.-engineered BMW Superbikes used to do before tuners gave up on the five-speed and went to beefier four-speeds.

Williams won the third start, getting out front and staying out front, Church second from the beginning, Roper third until he crashed in turn nine. Devin Battley moving his BMW Superbike up into third ahead of Dale Alexander's Ducati and Stuart Cooper's 650cc Yamaha Vision. Next came Bracken, Rob Reinen on a stock Moto Guzzi and McClure.

Then Bud Riddle, Tony Guest and Sam Mateo crashed in turn four, wiping out what officials estimated were 15 rows of haybales stacked in front of an Armco barrier. That left the barrier unprotected in the dangerous corner; Kerry Bryant pulled in on the Norton he was riding and insisted that officials red-flag the race again to replace bales. Bryant figured that if anybody else crashed, the unprotected barrier would maim them.

AMA officials declined to act on Bryant's suggestion, and let the race run to its conclusion.

So Williams won, and the survivors packed up their twins.

Results

OVERALL: 1. John Williams (Duc); 2. Gene Church (H-D); 3. Devin Battley (BMW); 4. Dale Alexander (Duc); 5. Stuart Cooper (Yam); 6. Kevin Bracken (Duc); 7. Rob Reinen (M-G); 8. Dave McClure (H-D); 9. Fred Eiker (Nor); 10. Jim Schmidt (Nor).
GP: 1. Williams; 2. Church; 3. Battley; 4. Alexander; 5. Cooper; 6. Bracken; 7. Shannon Criss (Suz); 8. Steve Wickland (Hon); 9. Frank Mazur (M-G); 10. Art Chambers (Duc).

HVY AM: 1. McClure; 2. Simon Smith (Duc); 3. Treor Dunne (Duc); 4. Rick Weber (BMW); 5. Scott Smith (H-D); 6. Ted Van Beek (Duc); 7. Tony Guest (Duc); 8. Bud Riddle (Yam); 9. Mick Ofield (Nor).

LWT AM: 1. Eiker; 2. Schmidt; 3. Richard Winingstad (Cag); 4. Tom Terry (Nor); 5. Michael Geen (Tri); 6. Eric Swartzburger (Nor); 7. David Neal (Nor); 7. Bob Garrett (BMW); 9. Mark Wesendanger (Nor); 10. Chris Scott (Nor).

STOCK: 1. Reinen; 2. Willi Scheffer (H-D); 3. Bill Fennesy (Yam); 4. Mark Yarrow (Yam); 5. Brent Ross (Yam); 6. Bob Crawford (H-D).

MOTORCYCLE INDUSTRY CHANGES

Let Go After eight years, Harley-Davidson Motor Co. Fleet Center (Santa Ana, California) Manager Jack Malone, following a disagreement with Milwaukee-based Public Relations Manager Buzz Buzzelli; Malone prepped bikes for motorcycle publication tests.

Hired As Fleet Center Manager, to replace Jack Malone, Bruce Chubbuck, 53, formerly owner of Pasadena (California) Harley-Davidson; Chubbuck and his father had operated Pasadena Harley-Davidson for a total of 57 years prior to the dealership's recent closing.

Born Victoria Chapman Salisbury, June 22, to Pacific Coast Honda/Suzuki of Lomita, California owner and former motocrosser April Salisbury and husband Mike, creator of the Levi Strauss "Travis" television commercial and Romancing the Stone advertising campaign.

Hired By KTM American in Lorain, Ohio, Mike O'Connor as their new marketing manager. Previously employed in the Los Angeles area as a sales representative for an electronics firm.

Quit Cycle World magazine after one year, Reader Service/Editorial Secretary Rita Gilbreth, 19, to return to Salem, Oregon; known for bringing order to Cycle World's formerly chaotic advertising and editorial filing systems.

Nominated To serve on the Kawasaki Motors Corp. USA board of directors, and to fill the position of treasurer, Marlon Okudea, vice president, finance. Assumes responsibilities of Nick Takata, who left to join Kawasaki Heavy Industries, Ltd., Japan.

Named Vice president, corporate affairs for Kawasaki, Doug Anderson, assuming responsibility for product liability, general legal and corporate insurance.

Named Director, research and development, of Kawasaki, Yatsutaka Iio, previously with small engine engineering department, KHI. Assumes the position of Tak Aso, who has also joined KHI.

Named Vice president, administration and information systems for Kawasaki, Bob Shephard, assuming responsibility for personnel, payroll and administrative service group.

Quit Honda of Gardena (California) after two years, Parts Manager Larry Theobald, 28, to become Parts Manager of Long Beach (California) Honda.

BEAVERTON HONDA 100 AMA SUPER BIKE NATIONAL RACE PORTLAND INTERNATIONAL RACEWAY

AUGUST 11 and 12, 1984

GATES OPEN 8:30 A.M., SATURDAY & SUNDAY



BEAVERTON HONDA 100 RACE WEEKEND

Once again The Thriller comes back to Portland International Raceway on August 11 and 12. Thirty of America's top Super Bike professionals will attack Portland International Raceway.

Last year, Team Honda's Rookie Flying Fred Merkel piloted a Honda Super Bike into the Winner Circle for his first AMA Super Bike National Win. Flying Fred will be back this year to defend his Super Bike Win from last year's Portland Super Bike Race.

The Beaverton Honda 100 Super Bike Race will be no easy contest. The hard charging Sam McDonald will be there along with John Betticourt, Dale Quarterly, Roberto Pietri, James Adamo, Rich Oliver, and Reuben McMurtter.

All these top Super Bike Racers will be putting the pressure on Flying Fred as they do battle handle bar to handle bar at 160 m.p.h. around the Portland International Raceway.

The N.D. Spark Plug Formula II AMA National will also take place on Sunday's program. 20 top AMA Racers, lead by Sam McDonald, Dave Busby, Chris Stewart, John Williams, Don Green, and John Glover will compete on their sleek 250cc G.P. Race Machines at 145 m.p.h. So make plans now to be trackside and catch all the knee dragging, high speed action at the Beaverton Honda 100 AMA Super Bike National.

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THE MOTORCYCLE OF THE YEAR IN GERMANY, HOLLAND, DENMARK, BELGIUM, AND SPAIN IS FINALLY AVAILABLE IN AMERICA.

If there's one thing that the motorcycle riders of the world agree on, it's their right to disagree on everything.

And so, you are looking at an extraordinary machine. A bike that brought about something almost unheard of in motorcycling: a consensus of opinion.

In poll after poll, in country after country, rider after rider selected the BMW K 100 RS as the machine they would most like to own.

Even Japan's fabled buff book, Car Graphic, made it the most celebrated motorcycle in Japanese history by devoting an entire issue to it. An honor never accorded a motorcycle before.

Now when have you heard of the Japanese and the Germans agreeing on a motorcycle? The answer, of course, is never. But the K 100 RS is a machine brimming with never before.

There has never been a four-cylinder motorcycle in its class this light. The K 100 RS weighs just 496 lbs.

There has never been a motorcycle with a fairing like the K 100 RS. The RS can slice through the wind at speeds other bikes would

need 20 to 30 more horsepower to achieve.

There has never been a motorcycle with a power band like the RS. Ninety percent of the K 100 RS's torque is available at only 3500 rpm.

There has never been a four-cylinder motorcycle this easy to maintain. For example, a complete engine overhaul can be performed without removing the engine from the frame.

There has never been a four-cylinder motorcycle guaranteed for this long. BMW's 3-year, unlimited-mileage warranty lasts three times longer than virtually any in the world today.*

Finally, and unfortunately, there has seldom been a motorcycle produced in quantities as limited as the K100 RS.

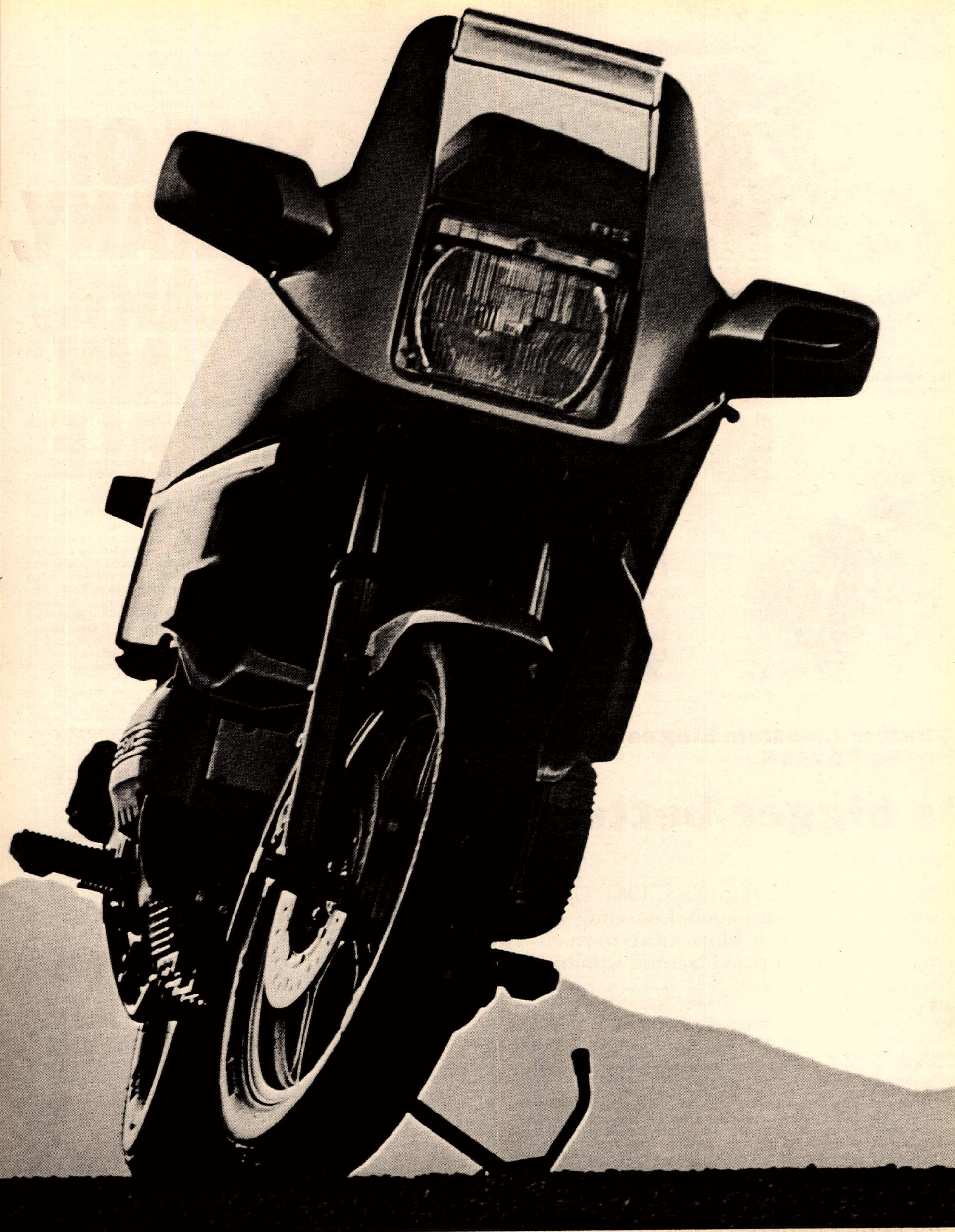
This, after all, is a BMW. The object of the same sort of hand-craftsmanship, precision engineering and tediously thorough testing that has characterized the Bavarian Motor Works for over six decades.

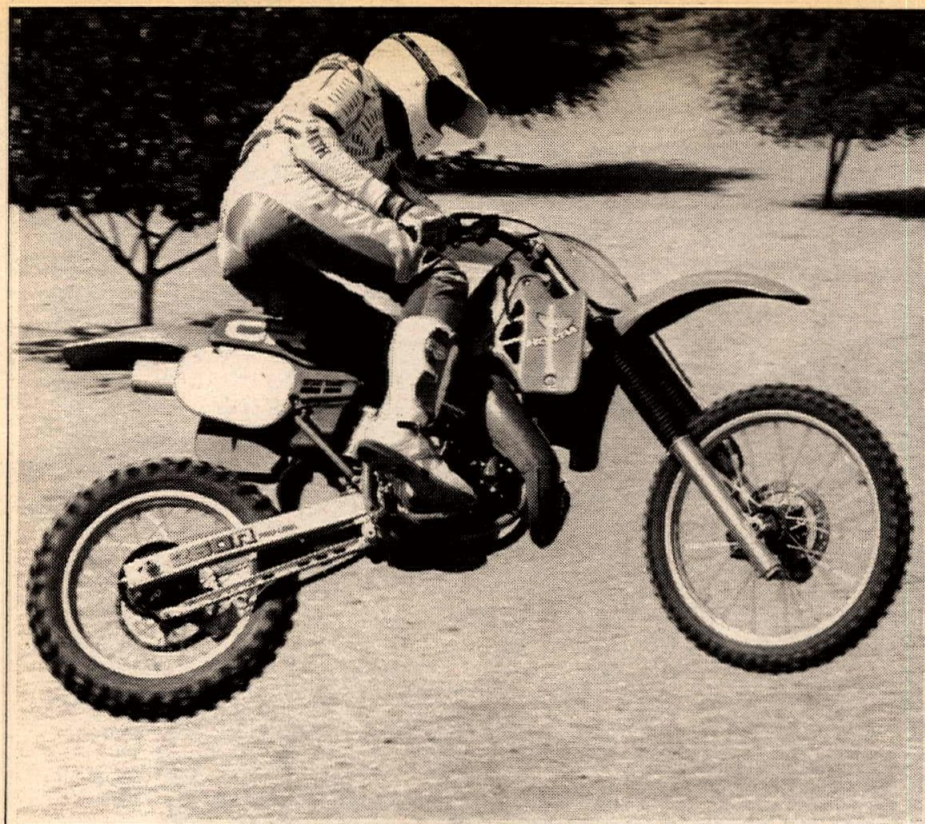
Considering its limited numbers, those interested in this machine should get to a BMW dealer quickly.



THE LEGENDARY MOTORCYCLES OF GERMANY.

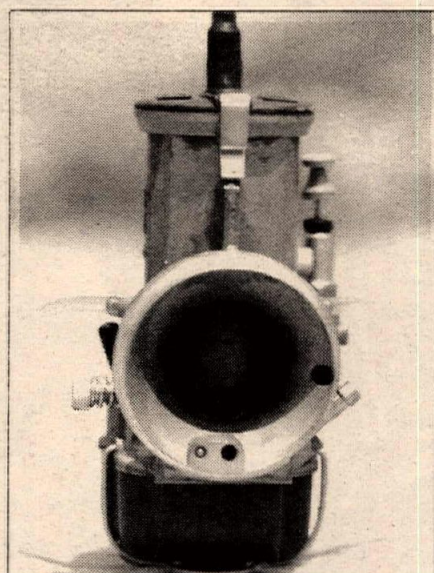
*Warranty applies to motorcycles purchased from authorized U.S. BMW dealers and BMW European Delivery only and is transferable within the period specified. See your BMW dealer for details. ©1984 BMW of North America, Inc. The BMW trademark and logo are registered.





PHOTOS BY LANCE BRYSON AND KIT PALMER

The 40mm magnesium Bing carburetor gives the '84 Honda CR250R more power, but there are a few drawbacks.



40mm magnesium Bing carburetor for '84 CR250R

Is bigger better?

By Kit Palmer

It's hard to fault Honda's 1984 CR250R powerplant: It has good low end, strong mid-range and can blow away most of its competition on top. Who could want more?

— just about everyone it seems. The people at RD Performance say they can give the CR's engine more power in just one simple and relatively inexpensive step, with their 40mm magnesium Bing carburetor kit.

The carburetor on the stock Honda is a 38mm Keihin and is made out of cast aluminum. The magnesium Bing, although larger, is considerably lighter than the Keihin.

Besides the Bing carb, the kit contains a Terry throttle cable, an assortment of main jets and a longer fuel line (the fuel inlet is on the opposite side, compared to the Keihin).

Unfortunately, the 40mm Bing is not simple to install; actually, it is a

pain. The hard part is fitting the 40mm Bing into the 38mm intake, and airbox boots. RD Performance say it can be done, so they do not supply the buyer with larger boots.

Tools needed include a hair blow dryer, a few wrenches, two blunt-end screwdrivers and at least two people (we recommend three.)

The intake manifold will stretch just enough to accept the carburetor's spigot, but where the carb connects to the airbox boot, it is a completely different story. The boot seems way too small, however, RD Performance says the carb *will* fit if the boot is heated up with the hair dryer. We tried that and it did help, because the boot became more pliable, but the carb still didn't slip right in. With



The clip-on carburetor cap is trick and easy to use.

two people prying at the boot, we came close, but ended up needing a third person to finish the job. We eventually loosened the bolts to the airbox, while one person pushed the airbox and boot forward on the Bing. The other two had to use screwdrivers to *carefully* slip the boot over the carb's intake. Luckily, in spite of all the prying, the boot did not tear. RD Performance says it won't, even after a long period of time. Nonetheless, we think an intake manifold and airbox boot should be offered in the kit, even if it costs more for the package.

The carburetor top on the Bing is trick. Instead of screwing on, the top is secured by two snap clips. The system is quick and easy to use, which is a good thing because there isn't much room between the carb and the frame.

The Bing has a choke and a tickle button. The choke is activated by lifting a small knob on the right side, and restricts the amount of air into the cylinder when starting the bike cold. The tickle button shoots raw fuel directly into the cylinder and is generally used to make starting cold, big-bore machines easier. Either way, the Bing-equipped Honda always fired by the third kick.

The jetting that came set up in the Bing was spot on. After the motor warmed up, we did not experience any blurring through out the powerband, but we did notice more power.

The power is greatly increased from mid-range on up, while some low end is sacrificed. Luckily, the CR has enough low end in the first place, so there was just enough left over to keep us happy.

Once the CR came on the pipe, it really hummed. The front end would climb in second through fourth gear, and the motor would pull much longer and harder than it would with the stock carb.

One thing we didn't like, though, was the throttle return spring tension. The throttle was very hard to turn, which causes the rider's right arm to pump up quickly.

The 40mm Bing carburetor was worth the time and effort to install, and so is the price. For \$127.00 the CR250R can be made even faster, but if you like maximum low end 40mm is not for you. For more information contact Russ Davidson, RD Performance, P.O. Box 33696, Northridge, CA 91344 818/366-6914.

Voices

(Continued from page 4)

We tried to appeal/protest the results with various AFM personnel and were shuffled from person to person, finally being told to hand the written protest to Jim LaBine, who was by then nowhere to be found.

My sponsors and I dropped thousands of dollars trying to win the race and we feel we had done just that. When the time came for some answers from the officials, no one wanted to help. Their attitude was one of "the results stand, don't make waves."

If I hadn't made waves after the 1981 Six-hour we wouldn't have been credited with the third place we earned, behind Team Kawasaki and Team Hammer.

My first endurance race was the first AFM endurance race, 10 long years ago.

The WERA did a better job of scoring the recent 24-Hour West at Willow than the AFM has ever done scoring the Six-hour.

RICK MITCHELL
Thousand Oaks, CA

Sadness in the desert

It is truly sad that a time when environmentalists, ecologists and other sanctimonious organizations are trying to close the desert to our beloved sport, that our own enthusiasts turn on us.

I am referring to Marcus Fitzpatrick's letter condemning SCORE and their Barstow/Baja race.

I am sure as with any subject, the uninformed are the first to criticize. Mr. Fitzpatrick stated SCORE was run out of Mexico. I wonder by what source his information came. Mr. Fitzpatrick is obviously not aware that SCORE is one of the finest and most conscientious off-road racing organizations putting on off-road races today. Also he must not be aware SCORE includes motorcycle racers in most of their events.

Danger is an element operating any motor-driven vehicle. It demands awareness, alertness, caution and consideration. Therefore operating such a vehicle starts with each individual controlling its power. Being a CRC and DBRA motorcycle desert racer as well as a SCORE, HDRA and AMSA Class 5 racer, I have seen and heard many an incident. Some of those people have been right, some of those people have been wrong and some of those people have just been unfortunate. Many of those wrong or unfortunate incidents could have been avoided with a little more concern for what was going on around them.

However, Mr. Fitzpatrick must be a person of some humor, otherwise he would not have griped about the dust on the desert. Who would possibly come out to the desert and be serious about complaining of the dust on the desert.

This is my home ground. My family and I will always be willing to share our desert with anyone who enjoys our sport as we do. There is plenty of room out here for all of us. Let's get along before its freedom is closed to us forever.

MAXINE BATES
Hesperia, CA

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.



PHOTO BY MIKE RAPLEY

Eddie Lejeune responded to pressure by pulling off another win on his four-stroke Honda, this time in Italy.

World Championship Observed Trials Series: Round 10

Lejeune brilliant in Italy

By Mike Rapley

COURMAYEUR, ITALY, JULY 8 When the chips are down, World Champion Eddy Lejeune responds to the situation and this he did brilliantly in Italy as he hopped and floated his factory 360 over huge granite boulders to win at Courmayeur.

With his great rival Thierry Michaud victorious the previous week in Austria which had narrowed the points gap to five, Lejeune knew that he had to extend himself if he was to have the best chance of winning the '84 title. And right from the start of the three-lap, 16 section course situated on high ground at the foot of Mt. Blanc, Lejeune set the pace and was never headed throughout the day.

The trial was at an altitude of more than 7,000 feet which caused many problems. For not only did the height affect carburetion and riders' stamina in the heat wave conditions, the course was also very difficult between sections and the combination of both resulted in many retirements, and of those who finished, in a high loss of marks. The physically fit excelled, and with the Honda attuned to the conditions Lejeune proved the absolute master of the big waterfalls, huge rocks and scorching heat to achieve an excellent nine mark win over Michaud.

It was Philippe Berlatier who provided the early challenge, finishing the first lap just three marks in arrears of Lejeune with Michaud down in fourth place, but Michaud was the best on the second lap and moved up while Berlatier had a comparative disaster.

Britain's John Lampkin finished a fine fourth though way out of touch with the three leaders, but comfortably ahead of fifth place Bernie Schreiber.

Schreiber, the 1979 World Champion, is still third overall in the title table, and indeed has won two rounds this year. But the Californian doesn't seem to have the measure of the top men any more, though his financial and mechanical situation can't be helping. Schreiber and Italian Danilo Galeazzi are the two men, privately run KK #1 trials team, backed by Pietro Kuciukian, the Milan dentist who masterminded SWM's trials success until the financial demise of the concern.

Kuciukian has agreed that his two riders will ride the still being developed Garelli trials bike, and the debut of this machine was originally expected at this trial. But delays with cylinder barrels for the Hiro engine, shocks and plastics meant the Garelli was a non-starter, though it should make an appearance sometime this year. But it means Schreiber is in limbo and unsettled which is doing his riding no good at all.

There are some shocks in the final results: British champ Steve Saunders had his worst ride this year in 14th place, while Gilles Burgat, the 1981 World Champion, could only manage 11th.

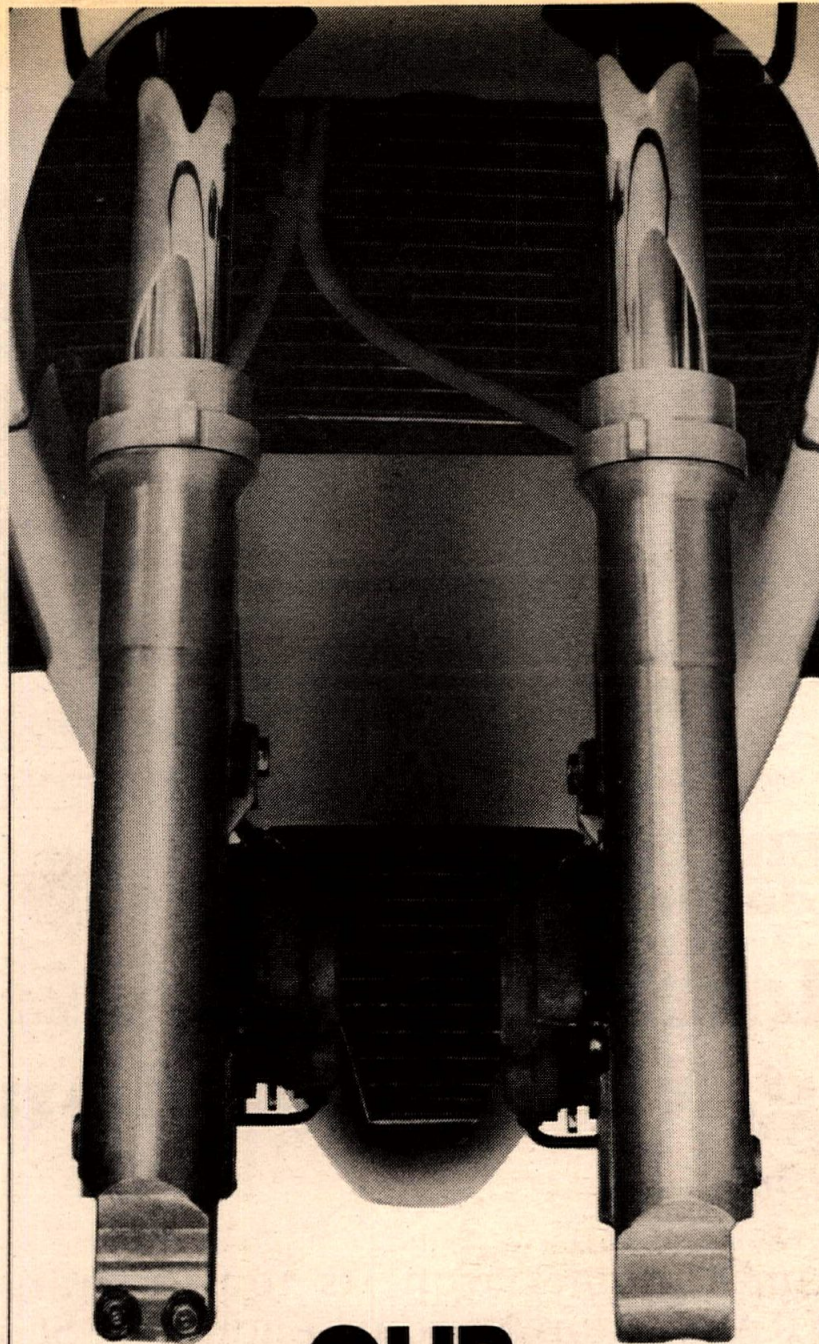
Pascal Couturier on his factory Beta which sported a new Corte Cosso shock without reservoir was sixth, another fine French performance in an event which saw five Frenchmen in the top 15 — which augurs well for that nation for the Trials des Nations in September.

Traditionally one of the tougher trials with horrendous sections and typical Italian exuberance, the young Belgian Lejeune once again proved to be the master and opened his points advantage to eight. With only two rounds to go, who can doubt that the Belgian will make it three World Championships in a row?

Results

1. Eddy Lejeune (Hon) 46; 2. Thierry Michaud (Fan) 55; 3. Philippe Berlatier (Ita) 66; 4. John Lampkin (Fan) 88; 5. Bernie Schreiber (SWM) 102; 6. Pascal Couturier (Bet) 107/13 clears; 7. Luis Gallach (Mer) 107/6 clears; 8. Renato Chiaberto (Fan) 107/5 clears; 9. Tony Scarlett (Yam) 110; 10. Fred Michaud (Fan) 112.

POINT STANDINGS: 1. Lejeune (180); 2. Michaud (172); 3. Schreiber (125); 4. Berlatier (122); 5. Lampkin (95); 6. Saunders (83); 7. Gallach (71); 8. Burgat (61); 9. Cordonnier (53); 10. Couturier (48).



OUR MICHELIN TIRE WOULD BE HERE. BUT IT'S OUT CELEBRATING.

Here's why:

At the AMA National race at Laguna Seca Raceway in Monterey Fred Merkel on a Michelin-equipped Honda won the Superbike event.

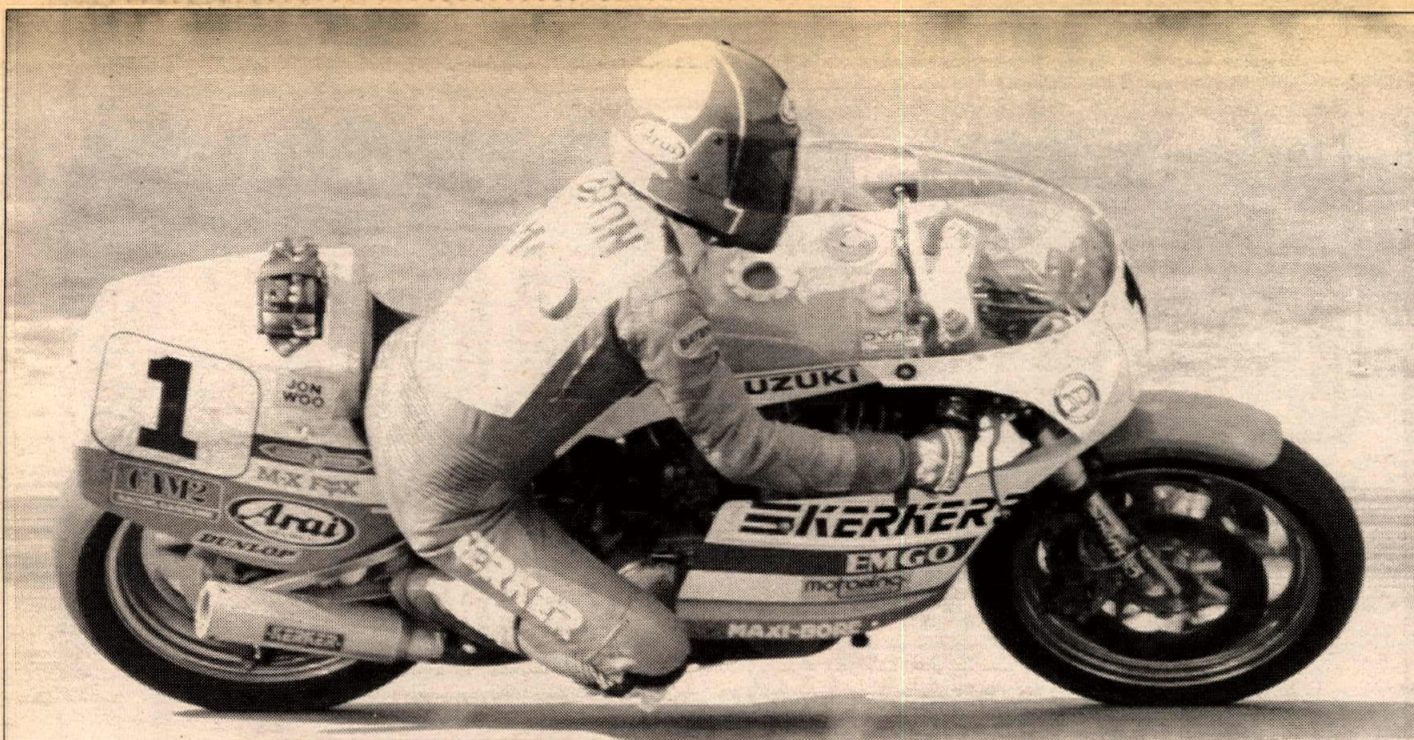
Then John Williams on a Michelin-equipped Ducati won the Battle of the Twins event.

We love it when our tire wins. Because every time we win, we learn some new way to make our street tires even better.

So the more we win, the more you win.



MICHELIN. BECAUSE SO MUCH IS RIDING ON YOUR TIRES.



Steve Baron (shown) teamed with Joey Osowski on Team Hammer's Suzuki to win again at Loudon.

WEA/Dunlop National Endurance Series: Round 6

Hammer wins again at Loudon

By J. Thoma

LOUDON, NH, JULY 14

Team Hammer won its fourth-straight WEA/Dunlop National Endurance Series race, this time a six-hour event at Bryar Motorsports Park. The race marked Team

Hammer's fourth endurance race at Loudon since the team was started in 1980; it was Team Hammer's third victory out of those four starts at the track.

Team Po Folks finished second on a 1200cc Eddie Lawson Replica Kawasaki KZ1000R Superbike, 11 laps behind Team Hammer's 1136cc GS1100 Formula One Suzuki. Quester/Sullivan Racing finished third on their GS1100 Superbike, with Z-P Racing fourth on an FJ1100 Superbike.

Team Hammer encountered no problems in the race. "Everything went perfectly," said tuner Ward Ring of Greenville, Rhode Island's Motoring Services. "We had 15-second pit stops and absolutely zero problems. The bike ran perfectly and the riders just cooled it after building up a big lead in the fourth hour."

The race for second place was much closer than the race for first. Po Folks' Dale Burroughs and Bill Trowbridge showed at Savannah that they could run heads up on the track with Team Hammer, before their potent Surefire-sponsored Kawasaki encountered mechanical problems.

At Loudon Po Folks' bike was actually faster than Hammer's bike on the short straights, and perhaps the team could have finished closer to the reigning National Champions if not for more mechanical problems and a crash early in the race.

As it was, Po Folks had to fend off the Rick's Cycle/D.E. Machina/Klotz Lubricants-sponsored Yamaha of Z-P Racing's Gregg Zizza, Kevin Perry and Lex Hutton. Z-P raced with Po Folks and picked up four to six laps

at the end of the second hour when Po Folks crashed and pitted for repairs. But the official results never showed Po Folks' lost time and Z-P planned to protest the results as the race progressed. But when Z-P encountered their own mechanical problems 25 minutes before the end of the race, the team decided to forget the protest because it wouldn't have changed their finishing position.

And just as much a threat in the points standings as ever were Quester/Sullivan, the current points leader, with a bit of strategy that would pay off handsomely by the end of the race: Mike Harlow decided to run the bike one hour, 15 minutes between pit stops, reducing required stops to four, while most teams made five stops, on the hour. That move made up for time lost by Harlow and co-rider Mike "Toby" Barenbrugge because they had never seen the track before.

Baron started for Hammer and pulled a one-lap lead — with 47 — by the end of the first hour, with Po Folks (46 laps) and Z-P Racing (45 laps) following. Just past the hour fifth-place Northridge Yamaha pulled their FJ1100 into the pits with loud mechanical noises coming from the engine; they quit.

It was just before the end of the second hour that Po Folks' Trowbridge crashed; Zizza passed him twice at the turn six crash site and several more times while Po Folks' worked in the pits.

But second-hour results still showed Po Folks' second, four laps behind Team Hammer and one lap ahead of Z-P. Quester/Sullivan was fourth overall, Rubber Down Racing fifth overall on their Yamaha FJ600, run-

ning in the Mediumweight Production class, with Ron Lindberg, Mike Watko, Tom Parr and John Lopez riding.

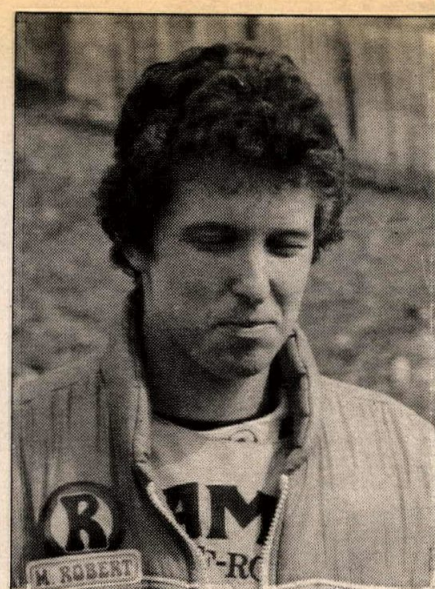
By the third hour Hammer's lead was six laps over Po Folks according to the official posted standings, 141 to 135, with Z-P and Quester both at 132 laps and Rubber Down displaced from fifth overall by Team Mid-Town's GPz750 Kawasaki ridden by Francis Hinde, Scott Lyam and Dan Hinde; Rubber Down held sixth overall.

The official positions held through the fourth and fifth hours, Hammer's lead stretching to seven laps after four hours and nine laps after five hours. Meanwhile, the John Aksel Racing Yamaha FJ600 running in the Mediumweight Superbike class was on the move, ridden by Aksel, Bart Peterson and Tyler Henshaw from ninth at the end of the fourth hour up to seventh by the end of the fifth hour; the team picked up two laps in that hour to displace Team Redline's Honda VF500F (sponsored by a bank, a wheelchair repair company and a construction company and ridden by Randy Ward, Mike Taylor and George Fitz Sr. and Jr.) and Team Tasmanian's KZ1000 Kawasaki ridden by Pat Kieper, John Giambrone and Mike Nicholson.

Just 25 minutes from the finish Z-P Racing's Perry pushed into the pits with a broken rear wheel sprocket drive spacer, losing seven or eight laps in the process. That left Team Hammer in first with 279 laps, Po Folks (by official reckoning) second with 268 laps, Quester/Sullivan third with 265 and Z-P fourth with 258. Rubber Down beat Mid-Town to the flag, 257 laps to 256 laps, with Aksel ahead of Redline, Team Wanker and Team Tasmanian. Cycle Speed Racing finished first in Lightweight Superbike on an RZ350 in 13th overall, ridden by Bob Evans and Scott McKay; Andre' Dore' Racing won the Lightweight Production class at 18th overall with an RZ350 ridden by Dore' and Michel Thorand.

Results

1. Team Hammer, Steve Baron, Joey Osowski (Suz GS1100) 279 laps; 2. Po Folks, Dale Burroughs, Bill Trowbridge (Kaw KZ1000R) 268 laps; 3. Quester/Sullivan Racing, Mike Harlow, Mike Barenbrugge, (Suz GS1100) 265 laps; 4. Z-P Racing, Gregg Zizza, Kevin Perry (Yam FJ1100) 258 laps; 5. Rubber Down Racing, Ron Lindberg, Mike Watko, Tom Parr, John Lopez (Yam FJ600) 257 laps; 6. Team Mid Town, Francis Hinde, Scott Lyam, Dan Hinde (Kaw GPz750) 256 laps; 7. John Aksel Racing, John Aksel, Bart Peterson, Tyler Henshaw (Yam FJ600) 252 laps; 8. Team Redline, Randy Ward, Mike Taylor, George Fitz Sr., George Fitz Jr. (Honda VF500F) 251 laps; 9. Team Wanker, M.S. Murphy, Ken Welty, Dick Blanton, Lee Graves (Kaw KZ1000) 248 laps; 10. Team Tasmanian, Pat Kieper, John Giambrone, Mike Nicholson (Kaw KZ1000) 246 laps.



Jacky Martens won the West German Grand Prix on his KTM.

World Championship 250cc MX Series: Round 7

Martens in Germany

BILSTEIN, WEST GERMANY, JUNE 24

KTM rider Jacky Martens won the West German GP by tallying a 3-1 moto score, leaving Englishman Jeremy Whatley second overall by virtue of his 1-3 finishes. Swede Anders Eriksson was close on the heels of Martens and Whatley, putting in a strong 2-2 ride on his Yamaha.

Whatley fell with only two laps left in the final moto, allowing both Martens and Eriksson to motor past, but still gained ground in the title chase since current point leader, Austrian KTM rider Heinz Kinigadner, sustained a knee injury and was only able to score five points. Kinigadner leads Whatley by 31 points, 180 to 149.

In the first moto, a crash just after the start brought down many, including Kinigadner and Jean Claude Laquaye. KTM-mounted Whatley and Martens were forced to follow leader Eriksson, with Whatley jetting out front at the 10-minute mark. Eriksson struck back, however, and was back in the lead late in the moto. Whatley jumped back ahead on the final lap and led Eriksson and Martens across the finish line. Kinigadner finished a disappointing 11th.

Martens led early in the final moto, with Eriksson, Gert-Jan Van Doorn and Whatley in a neat pack behind. Whatley worked past the front four one by one, finally passing Martens for what looked to be a sure sweep for the English hopeful. But two laps from the end, Martens began to apply a constant pressure and Whatley slid off his bike.

Martens held on for the win, with Eriksson also sneaking past to finish second over Whatley. Kinigadner, again with a crash shortly into the moto, DNF.

Results

FIRST MOTO: 1. Jeremy Whatley (Suz); 2. Anders Eriksson (Yam); 3. Jacky Martens (KTM); 4. Maurizio Dolce (Hon); 5. Gert-Jan Van Doorn (Suz); 6. Sven Berggren (Suz); 7. Jurgen Nilsson (Hon); 8. Marc Velkeners (Gil); 9. Ari Viiri (KTM); 10. Kurt Mahr (Hon).

SECOND MOTO: 1. Martens; 2. Eriksson; 3. Whatley; 4. Van Doorn; 5. Jean Jacques Bruno (Suz); 6. Velkeners; 7. Simon Taimi (Hus); 8. Nilsson; 9. Jacky Virmont (Yam); 10. Tarkkonen.

OVERALL: 1. Martens; 2. Whatley; 3. Eriksson; 4. Van Doorn; 5. Velkeners; 6. Nilsson; 7. Dolce; 8.

PHOTO BY RANDY MARRS

Bruno; 9. Berggren; 10. Taimi.
WORLD CHAMPIONSHIP 250cc MX SERIES
POINT STANDINGS: 1. Kinigadner (180); 2. Wha-
tley (149); 3. Van Doorn (124); 4. Velkeners (120);
5. Martens (115); 6. Vimond (105); 7. Dolce (93); 8.
Nilsson (86); 9. (TIE) Viiri/Berggren (69).

World Championship 125cc MX Series: Round 7

Win to Maddii

BALDAASSERONA,
SAN MARINO, JUNE 17
Corrado Maddii moved to the
top of the 125cc World Cham-
pionship point table via a pair
of moto wins in the San Marino
GP while Kees Van der Ven, with
only one lap of racing before retiring
for the day, lost the top spot he has
held since the start of the season.

Cagiva rider Maddii, buoyed by the
fact that KTM's Van der Ven was still
in pain from a hand injury sustained
in a crash in the Swiss GP two weeks
prior, won each moto with a substan-
tial lead. Maddii holds an eight-
point margin, 180 to 172, over Van
der Ven with five rounds to go.

Davey Strijbos, after a crash in a
recent stadium MX left him with a
broken bone in his right ankle, was a
non-starter. Strijbos, prior to his acci-
dent, had been hot in the battle for
third in the point standings.

On the start of moto one, Maddii
immediately pulled away from the
rest of the field by nearly three seconds
a lap and kept this pace up until the
halfway mark. From there, he coasted
home. Former ISDE rider Giuseppe
Andreani, on a works Aprilia, led
Fabrizio Pirovano and Michel Fan-
ton in a battle for second. Suzuki's
Michele Rinaldi cut through traffic
to hound second place Andreani at
the finish.

Rinaldi posed an early threat to
Maddii in the final moto, but couldn't
make a serious challenge and stayed
in second to the finish. Andreani
went from start to finish in third. •

Results

FIRST MOTO: 1. Corrado Maddii (Cag); 2. Gui-
seppe Andreani (Cag); 3. Michele Rinaldi (Suz); 4.
Romano Nannini (KTM); 5. Alain Lejeune (Suz); 6.
Mika Kouki (Suz); 7. John Van der Berk (Yam); 8.
Paul Hunt (Cag); 9. Massimo Contini (Kaw); 10.
Fabrizio Pirovano (KTM).

SECOND MOTO: 1. Maddii; 2. Rinaldi; 3. Andre-
ani; 4. Michele Fanton (Apr); 5. Lejeune; 6. Nannini;
7. Dietmar Lacher (Suz); 8. Contini; 9. Pierangelo
Tedeschi (KTM); 10. Hunt.

OVERALL: 1. Maddii; 2. Rinaldi; 3. Andreani; 4.
Nannini; 5. Lejeune; 6. Fanton; 7. Contini; 8. Van
der Berk; 9. Hunt; 10. Kouki.

WORLD CHAMPIONSHIP 125cc POINT STAND-
INGS: 1. Maddii (180); 2. Kees Van der Ven (172); 3.
Lejeune (132); 4. Andreani (131); 5. Davey Strijbos
(127); 6. Rinaldi; 7. Pekka Vehkonen (87); 8. Contini
(77); 9. Hunt (62); 10. Nannini (56).

AMA/Hi-Point National Championship Hare Scrambles Series: Round 7

Greylock National win to Keller

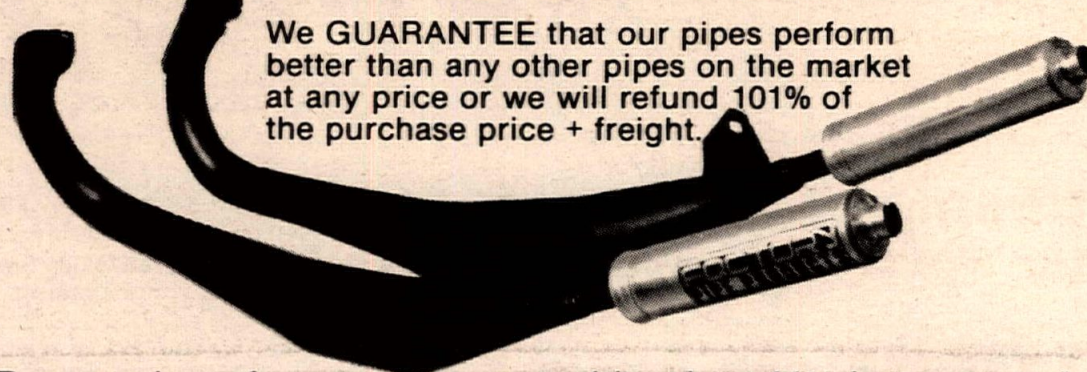
By Boyd & Patricia Reynolds

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hosted round of the hare scrambles series and showed the title contenders the fast way to finish. It took Keller only two hours to drive from his home in Bridgewater, Massachusetts, to the Windsor starting site, but he spent just minutes shy of three hours in the saddle charging around the 8.1-mile course at a 24-minutes-per-lap average.

Bettencourt-sponsored Keller pitted for gas while holding a 30-second lead over Can-Am's Geoff Ballard halfway into the final hour, thinking he couldn't finish the final two laps without running out of fuel. As he got rolling, Ballard came alongside and the two tore off down the trail together. Ballard, running on a flat rear tire as he had for the previous three laps, tried to maintain the pace with Keller, but crashed twice to end his challenge for the lead. Keller came through the scoring barrels 90 seconds ahead of Ballard and was unaware the race was finished. The organizers decided to call the race complete just shy of the three hour mark rather than run the three-hours-plus-one-lap as scheduled. Temperatures in the 90-degree range and a trail full of rocks and exposed roots led to the decision.

"My pit crew told me I was in the lead when I came past my pit area," said Keller afterward, "but I couldn't believe it. I sheared off the rear brake pedal on the first lap and when that happened I figured I was out of the running for the overall win. I didn't have the stopping power so I couldn't run as fast as I wanted to."

"The course was really demanding," said Ballard. "The heat and the rocky trail didn't make it much fun. The spectators at the mudholes blocked any lines there were to avoid the mud, so you had to plow right through."

"I ran the last four laps on a flat rear tire. I was going to change it, but when I pitted all the spare mounted tires were gone and I just wasn't ready to do a full change in that heat. I passed Keller on the final lap, but then I crashed and he got away."

With seven of the nine rounds run, Husqvarna's Mike Melton continues to lead the overall standings with 103 points. Melton DNF the Greylock event. Kevin Hines, the third overall finisher, holds down second in the points at 83 with Ballard right there in third at 82.

On the start it was hard to tell if Hines, Ed Lojak, Ballard, Mark Hyde or Melton would come away with the lead as the field funneled into the narrow passageway leading onto the dirt track known as "Nobody's Road." The top riders spent the first lap sorting themselves out and at the end of lap one it was Hines out front by a commanding 68 seconds over Lojak with Keller, Hyde and Melton behind. Melton picked up a flat tire on the next lap, pitted to change it, got back into action, and then retired with more tire problems.

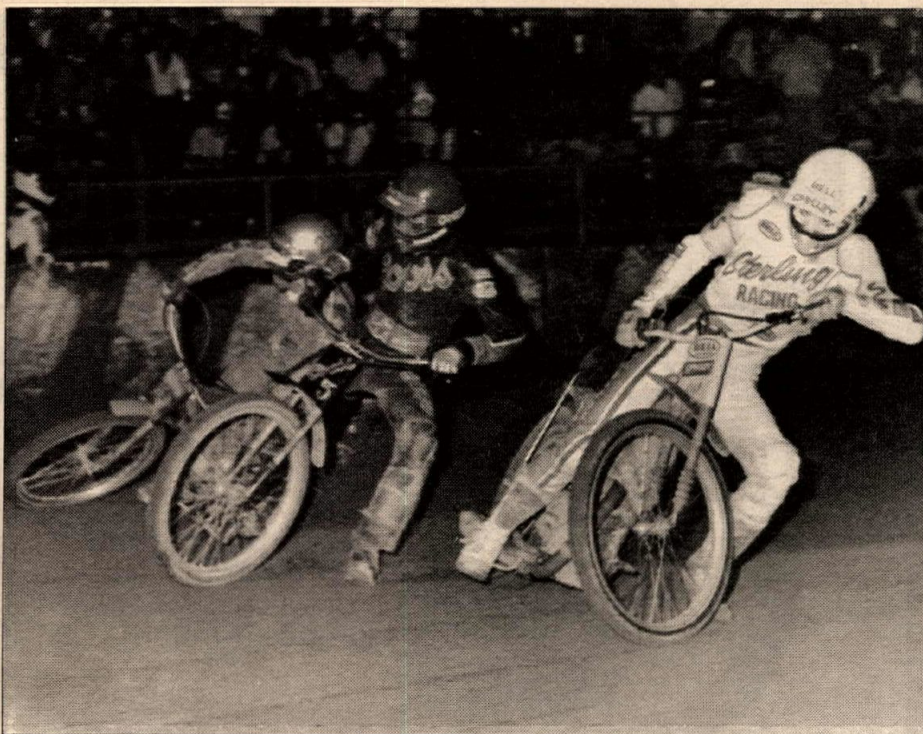
Hines got a rear flat going into lap three, but he kept at it on the squishy tire, shunning his crew's effort to get him to stop and replace the wheel. Hines then lost his lead to Keller on lap five. Local rider Todd Poirot was running in fourth at this point ahead of Ballard, Hyde, Fred Hoess, Bob Ayers and Can-Am's John Martin, another flat tire victim.

Lojak's day came to an end when he twisted a knee and retired to his pits to pack it in ice. Lojak is the defending National Champion in the series.

Results

OVERALL: 1. Jo Jo Keller (Hon); 2. Geoff Ballard (C-A); 3. Kevin Hines (Hus); 4. Fred Hoess (KTM); 5. John Martin (C-A); 6. John LeClerc (Hon); 7. Randy Hawkins (Hus); 8. Bob Elliott (KTM); 9. Barry Jeffries (KTM); 10. Rob Toole (Hus).

SPEEDWAY WEEK



An unidentified rider goes a little off his line while Brad Oxley (center) and Sterling Cogar (right) dice at Costa Mesa's Friday night racing.

PHOTO BY SCOTT DALOISIO

Chrisco claims Costa Mesa victory

By Scott Daloisio

COSTA MESA, CA, JULY 20

Keith Chrisco, who retires just as often as Muhammad Ali, raced to an impressive win in the Scratch main at the Orange County Fairgrounds Friday night. The win was his first at the popular beach area dirt oval since he ended his latest retirement a couple of months back.

Coming into the main event Chrisco faced Dubb Ferrell, Alan Christian and Mike Faria. Faria had to be considered the odds-on favorite having won the Scratch mains at Long Beach, Ventura and San Bernardino all within the previous seven days. On the night he was undefeated in Scratch racing and just won the Handicap main, but he drew gate four for the Scratch final (which he won from on Wednesday). Ferrell drew the pole and took the gate, closely followed by Chrisco. On the back chute Chrisco raced by for the lead. All eyes were still on Faria to see if he could make one of his famous charges from the back. He took Christian for third and moved up to Ferrell's rear tire but that is as far as he got. It wouldn't have mattered, though, as it was obvious that no one was going to beat the "Chrisco Kid" (Windlord Performance/Hancock Design/Jones Goggles Weslake), who took the win by a comfortable margin.

Even though Faria couldn't get the job done in the Scratch main he made up for it by taking the Handicap go from the 50. Tim McCasland was the leader from the start until John Sandona got by on lap two. Faria (Budweiser/Shoei/Oakley/Kal-Gard/Riverside Mitsubishi/Stephenson's Flowers Weslake) moved into the second spot on the same circuit and then ducked inside Sandona one lap later for the lead. Once out front, the Colton rider moved it out to take the win by a comfortable margin. Sandona finished second with Christian right on his tail.

First-year rider Rich Sweaney (Jaw), who has been winning everywhere, won both his heat and the Second

Division main from the zero. The race was red flagged on lap four after some great jockeying for positions. The red flag was caused when Steve Murray ended up facing the wrong way on the track on the front chute. A couple of riders missed him but Jim O'Dell of Kansas had nowhere to go and collected a piece of Murray head on. O'Dell and his bike slid across the ground with O'Dell then hitting his head at the base of the starting gate. At first it was feared that he was seriously hurt, but after five or six minutes on the ground, he got up and walked off under his own power. Sweaney received credit for the win, while Murray was second and Pat Hawley third.

Results

SCRATCH MAIN: 1. Keith Chrisco (Wes); 2. Dubb Ferrell (Jaw); 3. Mike Faria (Wes); 4. Alan Christian (Gdn).

HANDICAP: 1. Mike Faria (Wes); 2. John Sandona (Wes); 3. Alan Christian (Gdn); 4. Brad Oxley (Wes); 5. Dave DeTemple (Wes); 6. Tim McCasland (Wes).

SEC DIV: 1. Rich Sweaney (Jaw); 2. Steve Murray (Jaw); 3. Pat Hawley (Gdn); 4. Doug Benjamin (Wes); 5. Jim O'Dell (Jaw); 6. Shane Hawley (Wes).

THIRD DIV: 1. Jeff Jones (Wes); 2. Don Butler (Wes); 3. Rex Smith (Jaw); 4. Randy Roscamp (Jaw); 5. Jack Tanner (Jaw); 6. Mike McCarthy (Jaw).

MATCH RACE: 1. John Sandona (Wes); 2. Dubb Ferrell (Jaw).

Faria's near-miss at San Bernardino

By Scott Daloisio

SAN BERNARDINO, CA, JULY 18

Crowd favorite "Flyin' Mike" Faria came within one bike-length of scoring an elusive clean sweep at Inland Motorcycle Speedway Wednesday night. Even though the northern California native failed to get the clean sweep, he managed to win his sixth IMS Scratch main of the season.

It was easy to see from Faria's first ride of the evening that he and the Budweiser/Shoei/Oakley/Kal-Gard/STP/Riverside Mitsubishi/Stephenson's Flowers Weslake were in peak form. He entered the Handicap main with four rides and four wins. The main matched five Weslakes against one Jawa. Tim McCasland, coming from the 10 was the initial leader, followed by fellow 10-yard liners Tom Walton and Cary Faas. Walton quickly moved into the lead while Sterling Cogar

swept past Faas on the back chute for third. A bobble in turn three dropped Cogar back to fifth. Cogar's momentary bobble also forced Faria to back out of the throttle and slow considerably. That loss of time proved very important as the race wore on.

Dwyer took Faas for third on lap two then got McCasland for second, but it was Faria who was charging like a madman. Faria blasted past McCasland on lap three then shot inside Dwyer at the white flag. He was a quarter straightaway behind Walton as he quickly began to eat up the territory. They raced into turn three with Faria closing fast. Out of turn four, Faria was set to make an inside move, but he couldn't get close enough and Walton took the Irvine Music Company/Walton Roofing/HMT/2 Ken Chu Jawa to its second IMS win of the year.

The Scratch main started out as a wild affair as it got as far as turn two where the boys tried to stuff four motorcycles where there was only room enough for one. Faria cart-wheeled through the air while Dubb Ferrell layed it down to avoid him. Keith Chrisco, coming from one, got the gate over Faria, John Sandona and Ferrell. Faria swept by for the point position with an inside pass coming out of four on lap one, with Sandona moving into second. The two moved out from the pack, but Sandona could get no closer than two lengths back at the checkered. Ferrell claimed third with Chrisco fourth.

Results

SCRATCH MAIN: 1. Mike Faria (Wes); 2. John Sandona (Wes); 3. Dubb Ferrell (Jaw); 4. Keith Chrisco (Wes).

HANDICAP: 1. Tom Walton (Jaw); 2. Mike Faria (Wes); 3. Mark Dwyer (Wes); 4. Tim McCasland (Wes); 5. Cary Faas (Wes); 6. Sterling Cogar (Wes).

THIRD DIV: 1. Randy Beddow (Wes); 2. Victor Robledo (Wes); 3. Warren Reid (Jaw); 4. John Mazzacane (Jaw); 5. Don Jackson (Jaw); 6. Oscar Salinas (Jaw).

JR: 1. Billy Hamill; 2. Trino Cirello; 3. Dave Busby; 4. Marshall Topping; 5. Jesse Finch; 6. Jordan Duncan.

MATCH RACE: 1. Jordan Duncan (Gdn); 2. Alan Christian (Gdn).

Delacy outstanding at Napa

By Jann Houston

NAPA, CA, JULY 7

When you consider that Mike Delacy has been riding extremely well in recent weeks, it was no surprise that he won the Scratch main event at Napa tonight — the only surprise was that it was Delacy's very first Scratch victory, it was long overdue.

As the top four best riders of the evening lined up at the gate, the money was on "Scratch King" Paul Orlandi, who had drawn the coveted pole position. However, Delacy, riding from the number four outside wall position, got the lead at the start, and was not about to give anyone a chance to change the situation. Bart Bast and Orlandi were in a side-by-side duel for the first three laps, until Orlandi crashed, allowing Bast to claim second, and David Faria Jr., who also came face-to-face with a little Napa soil, was third.

Results

SCRATCH MAIN EVENT: 1. Mike Delacy; 2. Bart Bast; 3. David Faria Jr.; 4. Paul Orlandi.

HANDICAP MAIN: 1. Greg Martz; 2. Pat Linn; 3. Paul Orlandi; 4. Dennis Davis; 5. Harlan Bast Jr.; 6. Duane Yarrow.

DIV TWO MAIN: 1. Dirck Sauer; 2. Darrell Anderson; 3. Mark Zeissler; 4. Ron Combs; 5. Charlie Haines; 6. Bryan Henrikson.

DIV THREE MAIN: 1. Kenny Weddelfeld; 2. Rich Simpson; 3. Jeff Holmes; 4. Jeff Santos; 5. Brad Silva; 6. Robert Damron.

JR MAIN: 1. Scott Brandt; 2. Bobby Hedden; 3. Dustin Schroeder; 4. Mike Knopf; 5. Coors Wright; 6. Tommy Hedden.

Blevins, Hughes win in Visalia

By Bill Locey

VISALIA, CA, JULY 17

After a 114-degree scorcher the day before, things cooled off into the nifty 90s for race night as Randy Blevins supplied his own heat as he took the Scratch main. And a new local rider, Rich Hughes of Visalia, took Handicap honors.

Blevins got the gate and led all the way even though rider Ron Hardin kept it close, but found no opportunities to pass, and had to settle for the wrap-up spot. In a two-man race a considerable distance behind, Don Butler beat Walt Farnum for third.

Hughes made it look easy off the zero-yard-line in the Handicap main. Past winner Stu McDaniel kept it close, but couldn't get by. At the back of the race, Ed Castro and Belvins tangled with Castro going down, good for last place.

Results

SCRATCH MAIN: 1. Randy Blevins; 2. Ron Hardin; 3. Don Butler; 4. Walt Farnum.

HANDICAP MAIN: 1. Rick Hughes; 2. Stu McDaniel; 3. Don Butler; 4. Randy Blevins; 5. Walt Farnum; 6. Ed Castro.

SEC DIV: 1. Jim Gravance; 2. Jordan Duncan; 3. Tom Settlemyre; 4. Robert Fairchild.

MATCH RACE: 1. Ed Castro def. Rod Sullivan.

Lawson takes upset, Ventura win

By Bill Locey

VENTURA, CA, JULY 10

On a wild, crash-filled night that was par for the course under a full moon, Jim Lawson won his first-ever Ventura main event when he dusted off that two-wheeled all-star, Mike Faria. Andy Northrup won the Handicap main.

For Faria who leads his closest rival by more than 100 points at the Commotion by the Ocean, it was an off night as he managed "only" a second and a third in the mains. Faria even went down all alone in his Handicap heat for his crash of the year; and John Sandona beat "Flyin' Mike" in a Scratch semi. So after 14 weeks of speedway, that's twice Faria has lost to someone besides Kelly Moran in Scratch racing. Some slump, huh?

In the Scratch main, no one got the killer gate, but Lawson got to turn two first — but only for a second. 1981 Track Champ Steve Lucero took the lead next, then Sandona was ahead, but his chain broke and he was history. Having enough excitement for one lap, Lawson took over coming out of four, and Faria could get no closer than two lengths the rest of the way.

In Handicap racing, Northrup moved quickly off the 40-yard-line into second after just one lap of the main. A lap later, he picked off northern rider John Volk, and won easily. That's two handicaps for Northrup so far as he moved past the recuperating Brad Oxley into fifth in track points.

Results

SCRATCH MAIN: 1. Jim Lawson; 2. Mike Faria; 3. Steve Lucero; 4. John Sandona.

HANDICAP MAIN: 1. Andy Northrup; 2. Tim McCasland; 3. Mike Faria; 4. Keith Larsen; 5. Steve Lucero; 6. John Volk.

SEC DIV: 1. Vic Robledo; 2. Bobby Tocco; 3. Steve Murray; 4. Donny Faulkner; 5. Bart Onasch; 6. Bill Gray.

THIRD DIV: 1. Jason Chism; 2. Tom Ziegler; 3. Rex Smith; 4. Tom Settlemyre; 5. Ken Bidney; 6. Joe Bishop.

MATCH RACE: 1. Walt Farnum def. Don Butler.



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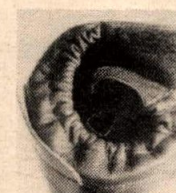
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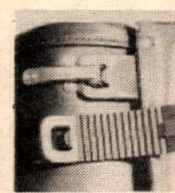
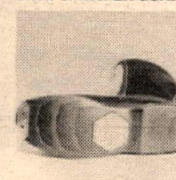
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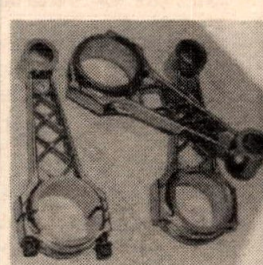


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PHOTO BY TOM GRIFFITH

Joe Hopkins (shown) finished second in the 125cc Pro clas during AME action at Palmdale. Andy Ellis took home the gold.

Peterson wins CMC night Ascot MX

By Lori Tyson

GARDENA, CA, JULY 18

Honda pilot Todd Peterson won the 250cc Pro class at California Motocross Club's Wednesday night motocross at Ascot Park acing-out Kawasaki-mounted Greg Zitterkopf.

Zitterkopf holeshot the first moto and was pursued closely by Craig Cable, Peterson and Ron Turner. In the second lap of the five-lap heat, Peterson passed Cable to take over second. In the next lap, he got by Zitterkopf in the same spot: the palm tree turns before the TT jump. Peterson retained the lead, despite the efforts of a hard-charging Zitterkopf, and took the win. Turner finished third.

In the second moto Peterson led off the start and was never headed, winning easily.

Peterson then concentrated on the 500cc Pro class. He battled with Pete Murray and Rick Atkins in moto one, after Murray led off the gate. But in the third lap, Atkins crashed out of contention, leaving Murray and Peterson dicing it out. In the last lap, Peterson took the lead for good and held it to the checkers. After a race-long duel for third between Dave Foltz and Zitterkopf, Mike McMillen lost a real-estate battle and crashed spectacularly over the cement retaining wall. He limped away under his own power.

Peterson led the start of the second moto and finished out in front by a comfortable margin over the dogfight between Murray and Zitterkopf for second. Murray came out ahead to take second-place honors.

Results

MINI NOV: 1. David Parker (Yam); 2. Demetri Kal-

lios (Kaw); 3. Lee Loomis (Yam).
 MINI JR: 1. Jason McFarland (Yam); 2. Jim Watkins (Hon); 3. Lenny Jones (Yam).
 MINI INT: 1. Kevin Bussey (Yam); 2. Troy Cline (Kaw); 3. Bill Auberlen (Yam).
 MINI EX: 1. Greg Vowell (Suz).
 125 NOV: 1. James Taylor (Yam); 2. Jim Taylor (Kaw); 3. Ed Vitelli (Suz).
 125 JR: 1. David Potter (Hon); 2. David Dicorato (Yam); 3. Mark Christman (Kaw).
 125 INT: 1. John Davis; 2. David Graff (Hon); 3. Kevin Valenti (Suz).
 125 PRO: 1. Ron Turner (Cag); 2. Tim Rutherford (Kaw); 3. Mike Kell (Suz).
 250 NOV: 1. Darrin Hoeft (Hon); 2. Barry Lalour (Suz); 3. Michael Sands (Hon).
 250 JR: 1. Marc Peters (Hon); 2. Corey Gash (Yam); 3. Rob Leeson (Yam).
 250 INT: 1. Don Calhoun (Hon); 2. Larry Benedict (Hon); 3. David Nakamura (Suz).
 250 PRO: 1. Todd Peterson (Hon); 2. Greg Zitterkopf (Kaw); 3. Ron Turner (Cag).
 500 NOV: 1. Alan Nichols (Hon); 2. Don Ross (Hon); 3. Darren Hicks (Hon).
 500 JR: 1. Mike St. John (KTM); 2. Randy Yarak (KTM); 3. Chris Boice (Hon).
 500 INT: 1. Scott Piper (Hon); 2. George Collins (Hon); 3. Don Pastell (Hon).
 500 PRO: 1. Todd Peterson (Hon); 2. Pete Murray (M-S); 3. Gerg Zitterkopf (Kaw).
 VET SPTSMN: 1. Chris Stapleton (KTM); 2. Richard Stuelke (Hon); 3. Frank Surridge (Hon).
 OT SPTSMN: 1. Paul Burton Sr. (Suz); 2. Michael Robbins (Hon); 3. Dale Mendenhall (Suz).
 OT MASTERS: 1. Robert Dahlgren (Hon).

West brothers share notice in Baylands killing

By Mike Vancil

FREMONT, CA, JULY 11

Joe and Mike West used the same Yamaha YZ250 to "kill" the competition at this week's Baylands Raceway night motocross. Mike West would ride the water-pumper in the 250cc Junior class, then go directly to the starting line to hand the ride over to Joe, for the 250cc Novice class. At the completion of the racing activities, Joe went home with a win, while Mike was the runner-up in his class.

The professional class for 125 and 250cc machines ran in a combined program this time. Johnny Gardner (Honda Peninsula/Proto Pipe/Moto-X Fox) proved to be too much for

the field as he took his Honda to a 1-1 overall victory.

In the first moto, Randy Law took the early lead, followed by Sam Nava Jr., and Bin Avery. Gardner moved up from back in the pack, passing the front runners one every two laps, to take over the point position, which he held to the finish.

In the second go-round, Law once again had the lead. Avery, Nava, and Craig Christian ran second through fourth, until Christian experienced rear wheel problems and dropped off the pace. Law looked secure in the lead until Gardner shot by Nava and Avery on a short straight. Then Nava pulled out with a foot injury which he sustained in moto one.

Law continued to lose ground to Gardner then on the last lap, over the last jump, Gardner tried a desperation pass for the lead. The duo tangled and went down. Gardner was able to get up, restart, and finish ahead of Avery to gain the overall victory.

Results

80 NOV: 1. Kevin Johnson (Hon); 2. Philip Paz (Kaw).
 80 JR: 1. Shawn Moynihan (Kaw); 2. Ricky Peixoto (Yam).
 80 INT: 1. Jeff Caton (Suz).
 80 EX: 1. Terry Bostard (Yam).
 125 NOV: 1. Ronald Beliel (Suz); 2. James Haupt (Yam); 3. Darren Spilsburg (Yam).
 125 JR: 1. Tony Peixoto (Hon); 2. Jeff Wenger (Kaw); 3. Mark Spencer (Kaw); 4. Kirk Hoeppner (Kaw).
 125 INT: 1. Eric Kehoe (Hon); 2. Mike Brown (Hon).
 250 NOV: 1. Mike Andrews (Hon); 2. Mike West (Yam); 3. Chris Urban (Suz); 4. Jeffery Will (Yam).
 250 JR: 1. Joe West (Yam); 2. Rob Filkowski (Yam); 3. Jeff Guyman (Hon); 4. Randy Ballard (Hon).
 250 INT: 1. Todd Teman (Hon).
 OPEN JR: 1. James McManus (Hon); 2. Alan Jackson (Yam).
 OPEN INT: 1. Scott Long (Hon).
 VET SPTSMN: 1. Layne Castner (Hon).
 VET MASTER: 1. Mike Lane (Hon).
 OT SPTSMN: 1. Stan Woods (Hon).
 OT MASTER: 1. Larry Mulock (KTM).
 125/250 PRO: 1. Johnny Gardner (Hon); 2. Randy Law (Hon); 3. Bin Avery (Kaw).
 OPEN PRO: 1. Danny Boles (Hon).

Budweiser Summer Series Round Four

By Tom Griffith

VALENCIA, CA, JULY 6

Nick Mairose is keeping his Junior Cycle hummin' in his continuing quest to become the champion of the 1984 Budweiser Summer Series hosted by American Motocross Enterprises at Indian Dunes Cycle Park. Tonight Mairose had major company in the likes of Expert rider Joel Tokarsky, Intermediate Joey Curtis and a supporting cast of fellow Juniors including hot Jonathan Petralia and Pablo Lara.

With a full gate of Junior Cycles, the blaze of Mean Greenies was only interrupted by the Honda of Hilgard Muller and Jerod Whiteley's Suzuki. Tokarsky, Curtis and Mairose immediately opened an ever-increasing lead over the pack of 60s. As expected, the Expert and Intermediate rides finished 1-2, but Mairose kept them both honest, settling in third just waiting for a mistake. Finishing round one behind Mairose came Petralia and Lara, who were staging their own battle.

In moto two of the Junior Cycles, Mairose and Curtis got the jump on Expert Tokarsky and began to reenact their battle from moto one. Tokarsky kept creeping up on the leaders until his experience wore down the leaders. The finishing order was the same as moto one, with Tokarsky first a the checker, followed by Curtis and Mairose, then the Petralia/Lara duo.

In the 250cc Pro bash, Russ Wageman brought his Accurate Racing Yamaha from a first moto second to a

rousing and well-earned first in the second round to edge Team Green rider Robert Laughlin for first at the pay window. Wageman and Laughlin pushed their battle throughout most of both motos but Laughlin had to settle for a 1-2 second place. Both these riders kept a wary eye on Kenny Zahrt as he manhandled his Pacific Brass Honda into a 4-3 third overall.

Results

JR CYCLE BEG: 1. Nick Mairose (Kaw); 2. Jonathan Petralia (Kaw); 3. Pablo Lara (Kaw).
 JR CYC INT: 1. Joey Curtis (Kaw).
 JR CYC EX: 1. Joel Tokarsky (Kaw).
 PEE WEE JR: 1. Pablo Lara (Yam); 2. Shey DeJong (Yam).
 MINI BEG: 1. Brian Gipson (Yam); 2. Billy Dawson (Kaw); 3. Kurt Crosby (Yam); 4. Patrick McKierwam (Hon).
 MINI JR: 1. Jeff Orth (Kaw); 2. Kevin Berry (Kaw); 3. Doug Huston (Yam); 4. Lance Goodman (Kaw).
 MINI INT: 1. Chris Lara (Kaw).
 125 BEG DIV I: 1. David Larson (Hon); 2. Rod Watson (Hon); 3. Nicky Petralia (Suz).
 125 BEG DIV II: 1. Paul Kashani (Yam); 2. Store Kay (Kaw); 3. Michael Sokoloff (Hon).
 125 JR: 1. Chris Lara (Kaw); 2. Richard Bates (Yam); 3. Julian Guerra (Kaw).
 125 INT: 1. Alan Pierce (Suz); 2. Danny Brown (Yam); 3. Jeff Reynolds (Kaw).
 125 PRO: 1. Andy Ellis (Suz); 2. Joe Hopkins (Kaw).
 250 JR: 1. Charles Abbott (Yam); 2. Bob Friez (Suz); 3. Rick Perez (Hon).
 250 INT: 1. Cam Johnson (Yam); 2. Guy Giffin (Hon); 3. Jerry Sherer (Suz).
 250 PRO: 1. Russ Wageman (Yam); 2. Robert Laughlin (Kaw); 3. Ken Zahrt (Hon).
 500 BEG: 1. Travis Stake (Hon); 2. Robert Johnson (Hon); 3. Brad Sloan (Mai).
 500 JR: 1. Don Demyan (Hon); 2. Marc Cummins (Hon); 3. Kenny Safford (Hon).
 500 INT: 1. Dennis Cassidy (Hon).
 VET JR: 1. Chuck Brooks (Mai); 2. Ron Howell (Hon); 3. Kent Johnson (Yam).
 VET INT: 1. Joe Whiteley (Yam).
 VET EX: 1. Alan Verchick (Hon); 2. Kent "Fifi" Shepard (Yam).

Sanchez, Saltzman top Double Cross GP

By Charleen Ho

PERRIS, CA, JULY 8

Veteran Danny Sanchez and Senior Bill Saltzman commanded everyone's attention as they led the largest event of the day at the Double Cross Racing GP. Likewise, Larry Lawrence paved the way for the 500cc Experts, while Mike Baker clinched the 250cc Experts and the Pro-Am team race title.

The Vets and Seniors opened up the day's largest event as some 70 riders executed the course with finesse and style. O'Neal rider Jim Fishback (Vet 500cc Ex) set the pace as Danny Sanchez (Vet 500cc Ex), Rick Sowma (Vet 500cc Ex) and George Luther (Vet 250cc Ex) vied for the lead. John Perry (Vet 500cc Ex) and Tore Anderson (Vet 250cc Ex) fought for fifth, while Sam Groce (Vet 250cc Ex) and Alan Gerkey (Vet 250cc Ex) filed in side by side.

Sanchez continued to gain on Fishback as George Luther (Vet 250cc Ex) gave Wayne Carlton (Vet 250cc Ex) a run for his money with Groce as a running mate. As laps progressed it was Sanchez, Fishback, Luther and Anderson with Perry pushing hard. Sanchez piloted his Kolbe Honda to a smooth and sleek finish followed by Anderson, Luther and Goodwin.

The Seniors duelled as Ron Dugan (Sr. 250cc Ex), Bill Saltzman (Sr. 500cc Ex), Richard Sieman (Sr. 250cc Ex), Earl Shuler (Sr. 250cc Ex), Dan Kelly (Sr. 250cc Ex) and Steve Bussell (Sr. 250cc Ex) dialed into one another. Dugan's lines were working, as Saltzman and Sieman tried for the number-one position. Kelly and Shuler switched places, while Bussell, Neil Fearing (Sr. 500cc Ex) and Ken Neal (Sr. 500cc Ex) held their lines. Saltzman shot past Dugan, as Sieman maintained a consistent third. Shuler struggled for Sieman's position; Bussell, Kelly and Fearing moved up. Fearing lost distance, when he was



PHOTO BY M.R. EDGE

Danny Dabiel finished third overall in the 125cc Novice class at Kincaid Park in Anchorage. His left arm is paralyzed.

slowed by lapped riders. At the checkers it was Saltzman, Dugan, Sieman, Shuler, Kelly and Bussell.

Larry Lawrence dominated the 500cc Experts as Randy Morales, Chris Crandall, Sanchez, Bob Rutten and Randy Norman fought for positions. Craig Adams, Rick Lee and Ronnie Gibson showed no mercy. Lawrence, Morales and Crandall maintained their positions, while Norman passed Sanchez and Rutten. Adams, Lee and Gibson fulfilled consistent laps. Lawrence gained ground by lapping riders only to bring attention to the battle between Rutten, Norman, Morales and Sanchez. Adams, Crandall and Lee were in front of Gibson's IMS four-stroke. With Lawrence the leader, Norman moved into second followed by Sanchez, Adams and Rutten. Morales surfaced in front of Crandall, Lee and Gibson. Lawrence dialed in the finish sweep ahead of Norman, Sanchez, Crandall and Rutten, while Adams, Morales, Gibson and Lee rounded the top nine.

Results

MINI BEG: 1. Jeff Fine; 2. Casey Hallahan; 3. Scott Strangio.
MINI NOV: 1. Jeff David; 2. Dunn Voyer; 3. Mitch Eber.
MINI AM: 1. Donny McGlaughlin; 2. Phil Lawrence.
MINI EX: 1. Joey Tuttobene.
200 BEG: 1. Mike Hallahan; 2. Chris Gaines; 3. Jim Mangold.
200 NOV: 1. Mark Burons; 2. Greg Leivan; 3. Gary Guilmette.
200 INT: 1. Craig Lee; 2. Kevin Montgomery; 3. Jim Shamblin.
200 EX: 1. Shawn Shamblin; 2. Jay Stranger; 3. Keith Senn.
250 BEG: 1. Curt Crandall; 2. Patrick Mullis; 3. Sean Hirsch.
250 NOV: 1. Mike Neff; 2. Dan Smith; 3. Steve Hostetler.
250 INT: 1. John Townsend; 2. Joe Steffen; 3. Chuck Duran.
250 EX: 1. Mike Baker; 2. Eric MacCracken; 3. Dave Dondel.
500 BEG: 1. Gary Benedict; 2. Craig Rimlinger; 3. Rich Denison.
500 NOV: 1. Nick Oliver; 2. Mark Wright; 3. Mike McDonald.
500 INT: 1. Michael Price; 2. Kinney Jones; 3. Dennis Cassidy.
500 EX: 1. Larry Lawrence; 2. Randy Norman; 3. Danny Sanchez.
FOUR-STROKE BEG: 1. Terry Gibbs; 2. Steve Pierce.
FOUR-STROKE NOV: 1. Frank Nenstiel; 2. Larry White; 3. Michael Robbins.
FOUR-STROKE INT: 1. Jon Wells.
FOUR-STROKE EX: 1. Ronnie Gibson; 2. Roger Talley; 3. Quinton Smith.
WOMEN NOV: 1. Cindy Goodman; 2. Chamarie O'Donnell; 3. Mimi Selly.
WOMEN INT: 1. Barbara Perry; 2. Susan Brennan; 3. Lisa Peterson.
WOMEN EX: 1. Karen Leitinger; 2. Bonnie Warch; 3. Charleen Ho.
WOMEN VET: 1. Kitty Mayfield; 2. Denise DeVines.
VET 250 BEG: 1. Don Richards; 2. Steve Young-

hug; 3. Bill Schultz.
VET 250 NOV: 1. Cline Cheffins; 2. Dennis David; 3. Jay Hattabaugh.
VET 250 INT: 1. Tom Sawyer; 2. Andy Tancredi; 3. Bryan Benson.
VET 250 EX: 1. Tore Anderson; 2. George Luther; 3. Mike Goodwin.
VET 500 BEG: 1. Dale Irvin; 2. Hal Wilday.
VET 500 NOV: 1. Frank Nenstiel; 2. Billy Short; 3. Tony Gamble.
VET 500 INT: 1. Ralph Dudley; 2. CT. Wgaver.
VET 500 EX: 1. Danny Sanchez; 2. Rick Sowma; 3. John Perry.
SR 250 BEG: 1. Steve Smorick.
SR 250 NOV: 1. Robert Berdyck; 2. Ron Smith; 3. Jim Learnihan.
SR 250 INT: 1. Pat Dale; 2. Greg Carter.
SR 125 EX: 1. Don Dugan; 2. Rick Sieman; 3. Earl Shuler.
SR 500 BEG: 1. Hawk Mudbone.
SR 500 NOV: 1. Bruce Carnell; 2. M. Duncan; 3. Michael Robbins.
SR 500 INT: 1. Jim Hayes.
SR 500 EX: 1. Bill Saltzman; 2. Neil Fearing; 3. Ken Neal.
MINI TEAM: 1. Hall/Luttbene; 2. Line/Sanchez; 3. Carroll/Strangia.
VET TEAM: 1. Short/Mullins; 2. Wilday/Brennan.
200 TEAM: 1. Baker/Manley; 2. Shamblin/Shamblin; 3. Shamblin/Smorick.
250 TEAM: 1. Dondel/Smith; 2. Tarter/Shermak.
500 TEAM: 1. Benedict/Price; 2. Smorick/Norman.

Barlish barrels to Lakewood MX gold

By Larry Johnson

LAKEWOOD, CO, JULY 8

Vic Barlish, John Beavers and Terry Frydendall have dominated the Senior Expert class all season, but Curt Becker joined the fray today for some good flag-to-flag racing. Frydendall holeshot moto one as Becker and Barlish came out third and fourth, but soon moved into the top two spots. Becker was pulling away from Barlish, while Beavers was making a determined charge through the pack. With two laps left, Beavers passed Barlish and began pressuring Becker, but the order remained at the finish.

Barlish grabbed the holeshot in moto two ahead of Becker and Frydendall, and never relinquished the lead. Frydendall eventually got around Becker for second ahead of Beavers, who again had to work through the field after a poor start. Barlish earned the overall win ahead of Beavers and Becker.

Richard Blei followed Kirk Alexander through the first turn in both motos of the Open Novice class, but was second to none when the day's final results were tallied. Alexander crashed in round one and Blei rode by

to victory ahead of John Faiola and Terry Bolton.

Alexander held his lead all the way to the checkers in moto two, while Blei was recovering from a poor start. Within three laps, Blei was on Alexander's tail only to crash and be passed by Bolton and Faiola. He eventually regained third over Faiola, which was what he needed to win the overall.

Jarrett Leadens and Wayne Balliett rode steadily to first and second overall, respectively, in the 80cc Novices, but more importantly both earned the final mark to advance to the Amateur class.

Leadens and Balliett followed Brendon Johnson out of the gate in moto one, but both were by shortly thereafter to finish ahead of David Beavers and Johnson. Leadens trailed Steve Collins and Johnson through the first turn in round two, but all were quickly passed by eventual winner Mike Solis. Leadens soon took second for keeps and Balliett passed Johnson for third on the final circuit.

Results

60 NOV: 1. Brian Alexander (Kaw); 2. Chad Boggs (Kaw).
80 NOV: 1. Jarrett Leadens (Yam); 2. Wayne Balliett (Kaw); 3. Mike Solis (Kaw).
80 AM: 1. Jimm+ Anderson (Kaw); 2. Todd Christensen (Yam).
80 EX: 1. Brant McCoy (Yam).
125 NOV: 1. Daniel Reed (Yam); 2. David Isreal (Yam); 3. David Rosen (Yam).
125 AM: 1. Burton Vickery (Yam); 2. Butch Watkins (Hon); 3. Butch Zuniga (Yam).
250 NOV: 1. David Burke (Hon); 2. Nathan Tyler (Yam); 3. John Agnes (Yam).
250 AM: 1. Daniel Walters (Yam).
OPEN NOV: 1. Richard Blei (Hon); 2. Terry Bolton (Hon); 3. John Faiola (Hon).
OPEN AM: 1. Bruce Sylvester (Kaw); 2. Thomas Burt (Hon); 3. Robert Coutts (KTM).
VET NOV: 1. Tom Hollister (Hon); 2. David Galloway (Yam).
VET AM: 1. Garry Podoll (KTM); 2. John Etscheid (KTM).
VET EX: 1. Curt Becker (Yam).
SR NOV: 1. Ken Miller (Kaw); 2. Jim Anderson (Kaw).
SR EX: 1. Vic Barlish (Mail); 2. John Beavers (Hon); 3. Curt Becker (Yam).
PRO COMB: 1. Chris Sundstrom (Hon); 2. Stacey Cook (Kaw); 3. Brent Reed (Hon).

Good scores double Alaska win

By M.R. Edge

ANCHORAGE, AK, JUNE 24

With usual winner Jeff Roskelley taking the weekend off due to today's race being a non-points affair, the Pro class was up for grabs. Kawasaki Cycle Cache's Kelly Butler grabbed the lead of the first Pro moto, even after a collision with another rider at the start. Butler stretched out his lead and relaxed to a comfortable pace. The dust was causing visibility problems for those stuck back in the pack. One of those riders was Suzuki Motorcycle and Marine-sponsored Jim Stewart. Stewart used the braille method to keep up with Ralph Blanchard in third. The dust cleared for a minute when Blanchard overshot a corner, and Stewart took advantage of the situation. Soon Stewart was enveloped in Kevin Schaub's (Hon) dust trail. Stewart stuffed Schaub over a berm to move up to second before the moto ended.

Moto two again found Butler in the number one position. A better start gave Stewart second place, with Schaub right on his trail. Stewart high-sided over a berm, and Schaub plowed into Stewart and his bike. Schaub was back up and running, but Stewart had to finish the moto with a rear flat and a mangled bike. Butler looked to be the winner again, but chain problems sent him to the pits with a DNF. Joe Good (Kaw) took he win and the overall with a 4-1 score. Schaub put in two consistent rides to finish second overall at 3-3.

Good was also hot in the 125cc Expert class. Butler won the first

moto, but bike problems put him out of moto two. Good scored his second overall win of the day with a 2-1. Blanchard took second despite riding with a badly-sprained ankle.

Results

80 NOV: 1. Scott Stafford (Kaw); 2. Jim Weldon (Yam); 3. Damon Brown (Hon).
80 EX: 1. David Cook (Kaw); 2. Robb Butler (Kaw); 3. Kelly Styles (Kaw).
105: 1. Jason Anderson (Kaw); 2. Robb Butler (Kaw); 3. Kelly Styles (Kaw).
125 NOV: 1. Greg Chatterton (Kaw); 2. Mark Crosby (Hon); 3. Danny Daniel (KTM).
125 EX: 1. Joe Good (Kaw); 2. Ralph Blanchard (Yam); 3. Canyon Hansen (Yam).
250 NOV: 1. Garrett Gietzen (Yam); 2. Edwin Sims (KTM); 3. Larry Simmons (Hon).
250 EX: 1. John Foote (Yam); 2. Kevin Schaub (Hon); 3. Ken Conde (Hon).
500 NOV: 1. Mike Jones (Hon); 2. Mike McGrady (Hon); 3. Fred Casselton (Mail).
500 EX: 1. Rich Walton (Yam); 2. Ken Conde (Kaw); 3. Brad Bomhoff (Hon).
VET: 1. Jamie Linxwiler (Yam); 2. Ron Soule (KTM); 3. Mike Lee (Hon).
PRO: 1. Joe Good (Kaw); 2. Kevin Schaub (Hon); 3. Ralph Blanchard (Yam).

Turner tops Thompson's Off-Road GP

POMONA, CA, JUNE 23

"Radical Ron" Turner dazzled a capacity crowd at Mickey Thompson's Off-Road Championship Gran Prix at Pomona Fairgrounds tonight. The four-wheeler show featured some excitement of the two-wheeled kind as 14 250cc Professionals exhibited their skill during a half-time exhibition under the direction of the Continental Motorsport Club.

After taking a parade lap, the motocrossers lined-up — without a starting gate — and got underway. Robot Rodgers took the holeshot and held a very momentary lead. "I got a good, clean start but the track wasn't watered when we rode practice. I wasn't prepared for how slippery it was, and I spun out," explained Rodgers, who forfeited the lead on the fourth turn. The new leader was Dave Eropkin, who held the lead for even less time, as he went down after a straightaway. "Gerig stuffed me and took me out after a brief moment of victory," remarked Eropkin.

David Gerig, former CMC number one, held the lead at this point, ahead of Craig Cable and a charging Ron Turner. A major turn of events took place right before the grandstand. Gerig explained, "Craig was going to go around me so I figured I would move over a couple of feet to block him. As soon as I did that I wondered if Ron Turner was with us on the inside. Sure enough, Ron was there and jumped past both of us. I got bogged up, Cable went past me and I went from first to third — just like that. I should have known."

The one moto contest came to a finish with Ron Turner taking the win over Craig Cable and David Gerig.

Results

1. Ron Turner (Cag); 2. Craig Cable (Hon); 3. David Gerig (Yam); 4. A.J. Whiting (Hon); 5. Robot Rodgers (Hon); 6. Dave Eropkin (KTM); 7. Dave Hamada (Hon); 8. Shawn Mahn (Hon); 9. Rob Trone (Hon); 10. Pete Murray (Hon); 11. Brian Myerscough (Kaw); 12. Rick Johnson (Hon); 13. Shawn Tracy (Hon); 14. Mike Sixberry (Hon).

Black bombs Lodi FT

By W.H. Spencer

LODI, CA, JULY 7

Shawn Black gated the 500cc Expert main well and held off the onslaught of Aaron Hill and Mark Key for the win at Lodi Cycle Bowl today. Hill continued his carnage of the 250cc Expert show on the Blendzall CR Honda



Mike Griffith (9M) passed 80cc Beginner Brian Gipson in Palmdale. Griffith finished fourth in the 80cc Novices, while Gipson took second.

special.

Pee Wee class racing continues to grow in popularity. Nathan Wait didn't wait for the rest of the group, as he rode to victory, followed by Mitchell. Cory Yarrow took third over Bob Stevenson. Look out for these kids in the future.

A 250cc Novice class had little crashing and bashing this time, believing it or not. Dennis Gonsalves took the win over a total of over 30 riders.

Steve Raymond led all laps of the 250cc Junior race but was pressured heavily until the last lap by Bobby McDowell. McDowell got underneath a little too hard and flipped. He was a little shaken, but survived. Raymond continued on for the win over Woody Rogers.

Hill blitzed the 250cc Expert ranks again on his Honda water-cooler. He is getting ready to take on the Junior Pro tour. Bryan McDowell held off hard-charging Jon Nunez who rode Keith Day's Suzuki to fill the three spots.

Black showed it was his night in the first heat of 500cc Experts with some fancy passing and smooth lines. Black came back to excite the crowd as he easily won the main over Aaron Hill and Mark Key. Greg Gray rode a calm cool main for fourth over Bryan McDowell.

Results

PEE WEE: 1. Nathan Wait (Yam); 2. John Mitchell (Hon); 3. Cory Yarrow (Yam).

VETS: 1. Roger Hamilton (Hon).

60 NOV: 1. Ernie Martin (Yam); 2. Jim Williams (Hon).

80 NOV JR: 1. Matt Wait (Hon); 2. Tony Meza; 3. Paul Polhenus.

125 NOV JR: 1. Dan Feldhauss (Yam).

250 NOV: 1. Dennis Gonsalves (C-A); 2. Al Biscaglio (Yam); 3. John Holland (C-A).

250 JR: 1. Steve Raymond (Yam); 2. Woody Rogers (Yam).

250 EX: 1. Aaron Hill (Hon); 2. Bryan McDowell (C-A); 3. Jon Nunez (Suz).

500 NOV: 1. George Cooper (Yam); 2. Rich Burton (C-A).

500 JR: 1. Troy Winkler (Yam); 2. Scott Eichelbaugh (Yam).

500 EX: Shawn Black (Yam); 2. Aaron Hill (Yam); 3. Mark Key (Yam).

Corona Firecracker race a Pro show

By Elaine Jones

CORONA, CA, JULY 7

The Fourth of July may have been over, but the Pros saved their fireworks for Saturday

night as they competed for the \$1000 in prize money that was up for grabs.

Things got off to a hot start in the 250cc Money heat as the brothers Cannon went at it on the quarter-mile oval. The elder brother, Chris, got off on top of the quick four-lapper. Curtis Cannon was held off until the white flag, then not only Curtis, but Ross Klatt as well got by to take the two top spots.

When the green dropped for the main event it was Curtis Cannon first into the first turn, with Chris in hot pursuit and Klatt in the third. Four laps into the 10-lap main Chris was sidelined with mechanical problems leaving Klatt with a clear shot at Curtis. Dave Ehrhart moved into third. Cannon had the track wired as he clicked-off fast lap times, never letting anyone get within striking range. When the checkered flag came out, Cannon was the easy winner with Klatt second and Ehrhart third.

Curtis Cannon was the odds-on favorite to take the Open Money short track after he walked away with his heat race. However, the main turned out to be a different affair, Chris Cannon exploded off the line, followed by Jeff Johnson, Curtis C. and Klatt. One lap later Johnson had taken over the lead and Klatt had moved into third. The front three diced all the way to the checkered flag, never more than a length apart. Johnson rode the ragged edge all the way to victory. Chris Cannon was second and Klatt picked up third.

In the 250cc Money half mile main, Klatt came off the line quickly, followed by Chris and Cannon in tow. Curtis was on the move, going into second by the second lap and taking the lead by the third. Klatt came right back to reclaim the lead on the fourth lap and held it for one more before Curtis took it over for good. At the finish, they were holding their same positions with Klatt keeping the Cannons from taking the top two spots.

Results

SHORT TRACK

MINI NOV: 1. Tommy Rutson (Kaw); 2. David Sanders (Yam); 3. Amanda Bellino (Yam).

MINI JR: 1. Tyson Voll (Yam); 2. Larry Thomas (Yam).

100/125: 1. Lenny Duncan (Suz); 2. Michael Campelongo (Hon).

250 NOV: 1. Frank Macias (Yam); 2. Mark Baldwin (Yam); 3. Lyle Dove (Yam).

250 AM/EX: 1. Matt Stoutenburg (Yam); 2. Bob Gabler (Yam).

N.S.O.T.H.G.: 1. Bob Huntsmen (Yam); 2. Rick Schroeder (Yam); 3. Bill Bartels (H-D).

OPEN NOV DIV I: 1. Joe Guth (Suz); 2. Charles

Marcucci (Yam); 3. Lyle Dove (BSA).

OPEN NOV DIV II: 1. Walt Bell (Yam); 2. Ken Pillars (Yam); 3. Mark Sheets (Yam).

OPEN AM: 1. Bob Graves (Yam); 2. Rick Schroeder (Yam); 3. Robert LaChance (Yam).

OPEN EX: 1. John Barricklow (Yam); 2. Jim Kesler (Yam); 3. Bob Russell (Rtx).

250 MONEY: 1. Curtis Cannon (Yam); 2. Ross Klatt (Kaw); 3. Dave Ehrhart (Kaw).

OPEN MONEY: 1. Jeff Johnson (Hon); 2. Chris Cannon (H-D); 3. Ross Klatt (Hon).

HALF MILE

MINI: 1. Tyson Voll (Yam); 2. David Sanders (Yam); 3. Tommy Rutson (Kaw).

125: 1. Lenny Duncan (Suz).

250 NOV: 1. Frank Macias (Yam); 2. Lyle Dove (Yam); 3. Al Maglietto (Yam).

250 AM/EX: 1. Bob Gabler (Yam); 2. Matt Stoutenburg (Yam).

N.S.O.T.H.G.: 1. Bob Huntsmen (Yam); 2. Gilles Giaufer (Yam).

OPEN NOV DIV I: 1. Jeff Hage (Yam); 2. Mark Sheets (Yam); 3. Joe Pape (Yam).

OPEN NOV DIV II: 1. Mark Bailey (Suz); 2. Joe Guth (Suz); 3. Rick Stecyk (Yam).

OPEN AM: 1. Robert LaChance (Yam); 2. Ken King (Yam); 3. Ron Bartels (Yam).

OPEN EX: 1. Ross Thompson (Tri); 2. John Barricklow (Yam); 3. Jim Kesler (Yam).

250 MONEY: 1. Curtis Cannon (Yam); 2. Ross Klatt (Kaw); 3. Chris Cannon (Yam).

OPEN MONEY: 1. Jeff Johnson (H-D); 2. Curtis Cannon (Yam); 3. Ross Klatt (Hon).

Team USA/Budweiser final to McCoy, Hicks

By Tom Griffith

PALMDALE, CA, JULY 15

The Mouse moved to the Pro ranks and brought his road show to American Motocross Enterprises' L.A. County Raceway today. After battling all race long with local favorite Andy Ellis, Mouse McCoy added another notch to his motocross belt today as he gunned down the best of the 125cc Pro class and took home the lion's share of the \$1000 Pro purse. Going 1-1 for a perfect win, McCoy had to contend with Frazier Park's Ellis as Ellis forced Mouse to use every tool at his disposal to put the KX in the winner's circle. Behind the steady fast-paced duo came the other Mean Green rider, Joe Hopkins, putting together a 4-3 ride for third overall.

The 4-3 Cycles gave the faithful gathering a real treat. Moto one winner in the Intermediate class, Tony Sulek, was bested off the line in moto two by the KX60 of Dan Chambers. Chambers was racing to recover some pride after the little KX failed to fire on the grid in moto one. Chambers was motoring away until the sand gremlin grabbed his front tire at mid-race and threw the unsuspecting rider to the ground just past the tower left hander. Chambers remounted but not until Sulek and eventual Junior winner, Lanny Turner, both got by.

Eddie Hicks traveled all the way from home (maybe 15 minutes) to completely dominate the 125cc Intermediate field today. Jerry Wert, Jeff Maybery, Alan Pierce, Brian Peoples and Tom Holt gave chase as the four Kawasakis chased a lone Yamaha. Ventura's Tom Holt was able to move by Peoples as the two shot into the stutter bump section on lap two only to lose it a bit later and finish fifth. Alan Pierce is on a roll and seemed to have the best chance to catch Hicks as he moved past Maybery on the third lap and finally got Wert on lap six for second at the checkered.

Hicks again blasted his YZ125 into the lead by turn one as the second moto started. Pierce tried to take similar lines to stay with Hicks, but had to be content till next time with a second place and second overall. Tom Holt fared better this moto and took a solid ride to third, and third overall.

Results

JR CYCLE BEG 1. Lanny Turner (Hon); 2. Dan Chambers (Kaw).

JR CYCLE INT: 1. Tony Sulek (Kaw).

MINI BEG: 1. Tony Sulek (Kaw); 2. Brian Gipson (Yam); 3. Joe Brown.

MINI JR: 1. Larry Turner (Kaw); 2. Kevin Peoples (Kaw); 3. Lance Goodman (Kaw).

MINI INT: 1. Sean Blanchard (Kaw); 2. Robert

Hopkins (Kaw).

MINI EX: 1. Eddie Hicks (Yam).

125 BEG: 1. Aaron Ginn (Kaw); 2. Brad Beaman (Hon); 3. Charlie Waddell (Suz).

125 JR: 1. Derek Wert (Kaw); 2. Paul Blomquest (Suz); 3. Jim Theys (Kaw).

125 INT: 1. Eddie Hicks (Yam); 2. Alan Pierce (Kaw); 3. Tom Holt (Kaw).

125 PRO: 1. Mouse McCoy (Kaw); 2. Andy Ellis (Suz); 3. Joe Hopkins (Kaw).

250 BEG: 1. Dean Hendrix (Hus); 2. Tom Younger (Kaw); 3. John Gunderson (Suz).

250 JR: 1. Jim Vaughn (Yam); 2. Rick Perez (Hon); 3. Lee Wilson (Hon).

250 INT: 1. Eric Marnoch (Hon); 2. Rick Guilmette (Suz); 3. Rick Guilmette (Suz).

250 PRO: 1. John Hamme (Hon); 2. Bill Ouellette (Hon); 3. Terry Ducker (Hon).

500 JR: 1. Don Demyan (Hon).

500 PRO: 1. Jim Sendlebach (Suz); 2. Mark Mangold (Hon).

VET EX: 1. Joe Broussard (Suz).

Green terrorizes Castle Rock TT

By Clay Light

CASTLE ROCK, WA, JULY 14

Randy Green demolished the Expert main event to finish a sweep of the entire weekend. Green put the motor on Mickey Fay (W-R) and Charlie "Brett" Barkman (KTM) to win in the same style that has made him the fastest rider on the Northwest TT scene and extend his incredible win streak. Ryan Fisher followed Green on their two state rampage, taking the Junior main and setting Junior fast time.

Fisher sat on the pole position for the main event. Mike Lawrence (Hon), Fisher, Ron Waters (Hon) and Gary Trull (C-A) led the field through the dog-leg, with Fisher coming out on top when the 12 finalists crested the TT's jump. Fisher couldn't be stopped in putting a good portion of the course between himself and second placed Lawrence. Back in seventh spot, John "Mad Dog" Mattocks (Hon) was making a mad dash for the front, nipping Matt Krsul then both Waters and Trull to settle into third before the race ended.

Expert fast time setter was Barkman's Hi-Point/Lillie/Gary's Tavern/Longview Ice-sponsored KTM. Barkman blistered around the course to set a 22.54 and sit on the pole position in the Experts' 15-lap main event. Green drilled a killer holeshot of a bikelength and a half to lead the riders into turn one. Barkman, Fay, Mike Sullivan (Tri) and Larry Legarra (Tri) shuffled for positions with Green holding the ace. Legarra and Sullivan dropped to mid-pack, with Fay getting around Barkman late in the main. Green was long gone, riding in the same manner that had him finishing fourth at the St. Louis Short Track National. Green took the win while Fay finished second and Barkman third. Legarra rode better than ever, for fourth ahead of Jeff Campbell (C-A), who worked to fifth from last.

Trophy dashes saw Novices run their three-lap contest first and it was Eschwig putting his Seattle Honda into the lead. Booth was quick to overtake Eschwig and went all the way to home plate for the win.

Fisher got the scratch in the Juniors' dash with Mattocks attacking perfectly to give Fisher the hardest-fought win of his season. Del Schnitzer (Tri) and Legarra put two Triumphs into the lead in the Expert dash but it was a KTM leading when they came past the tower. Barkman nabbed the Expert laurels over Green.

Results

EX: 1. Randy Green (Hon); 2. Mickey Fay (W-R); 3. Charlie Barkman (KTM); 4. Larry Legarra (Tri); 5. Jeff Campbell (C-A).

JR: 1. Ryan Fisher (RTX); 2. Mike Lawrence (Hon); 3. John Mattocks (Hon); 4. Ron Waters (Hon); 5. Gary Trull (C-A).

NOV: 1. Jack Booth (H-D); 2. Marty Zirbel (Yam); 3. Robbie Blagg (Hon); 4. Mark Illian (Hon); 5. Ted Taylor (Hon).

TROPHY DASH

EX: 1. Brett Barkman (KTM); 2. Randy Green (Hon); 3. Larry Legarra (Tri); 4. Del Schnitzer (Tri).

JR: 1. Ryan Fisher (W-R); 2. John Mattocks (Hon);

3. Mike Lawrence (Hon); 4. Gary Trull (C-A).
 NOV: 1. Jack Booth (H-D); 2. A.J. Eschwig (Hon);
 3. Marty Zirbel (Yam); 4. Clay Clark (Yam).

Christian levels Sand Hill MX

By Jim Bowman

BRENTWOOD, CA, JULY 6
 Yamaha Support rider Craig Christian, also backed by Cycle Gear and Richmond Yamaha leveled the Pro competition at Sand Hill Ranch tonight by winning both Pro races. Christian, who carries the northern California Continental Motorsport Club number one plate for the 125 and 250cc classes, holeshot both 250cc Pro races, but stalled his motor near the end of the first moto and George Hopper took the checkers. Christian held it on in the second round for the overall ahead of Hopper and South African riders Charlie Tissen and Darren Sykes.

Christian didn't fare as well at the start of the first 125cc Pro moto. Dead last at the start, Christian passed Bun Avery and then followed the 125 and Open Pro classes for a couple laps before the steam started to build. Christian passed Jerry Brandt (Concord Yamaha/Malcolm Smith) and Wayne Archer and then began to apply pressure to leader Kimo Casey. One lap later Christian passed Casey in a thriller of a pass to lead the next three laps to the finish. Christian started second in the second moto to Casey, but passed him on the seventh lap to finish first over Casey and Open class winner Archer.

Leading the Intermediate class riders in a split start tonight was Tyrone Earl, who has been winning the 125cc class week after week at Sand Hill Ranch. Cycle Gear's Chris Riddle led the second wave start aboard his YZ490 ahead of David McRae on the four-stroke TT600 and 250cc class winner Kevin Laurence. Earl held the lead to the finish over 125cc pilot Jon King, Riddle, McRae, and Open class pilot Mike Nissen.

Earl had no trouble leading the second round from start to finish and now moves to just two points within the tally he needs to turn Pro. Riddle, on the other hand, had a little less luck. An accident at the start of the combined 250/Open race required a restart which saw Nissen take the lead over Laurence, McRae and Riddle. Nissen then crashed and McRae and Riddle moved past Laurence and third-place 125cc pilot King to take that order at the finish. Mike Landgraf finished second 125cc pilot that moto and overall, and Jim Bowman motored his IT490 to third in the Open class for the same position overall.

Results

OPEN PRO: 1. Wayne Archer (Yam); 2. Jerry Brandt (Yam).
 250 PRO: 1. Craig Christian (Yam); 2. George Hopper (Hon); 3. Charlie Tissen (Hus).
 125 PRO: 1. Craig Christian (Yam); 2. Kimo Casey (Kaw); 3. Bun Avery (Kaw).
 OPEN INT: 1. David McRae (Yam); 2. Chris Riddle (Yam); 3. Jim Bowman (Yam).
 250 INT: 1. Kevin Laurence (Hon); 2. Dave Teeple (Hon); 3. Robert Major (Hon).
 125 INT: 1. Tyrone Earl (Yam); 2. Mike Landgraf (Hon); 3. Jon King (Hon).
 OPEN JR: 1. Joe Towbis (Yam); 2. Lance McPhee (Hon); 3. Erik Showalter (Hon).
 250 JR: 1. Donald Kuhn (Yam); 2. Joe Towbis (Yam); 3. Jesse Guymon (Hon).
 125 JR: 1. Tony Carey (Yam); 2. Steve Weyrunch (Hon); 3. Jeff Landgraf (Hon).
 OPEN NOV: 1. Greg MacCallister (Yam); 2. Jim Jensen (Yam); 3. Don Durham (Yam).
 250 NOV: 1. Steve O'Neil (Hon); 2. Jason Rawlinson (Hon); 3. Chris Urban (Suz).
 125 NOV: 1. Tom Gnutyman (Hon); 2. John Burton (Yam); 3. Mark O'Brien (Hon).
 80 EX: 1. Jason Assad (Kaw).
 80 INT: 1. Danny Palandino (Hon); 2. Doug DeLay (Kaw); 3. Matt Ramey (Kaw).
 80 JR: 1. Dan Roberts (Kaw); 2. Jeff Becker (Kaw); 3. Richd Graham (Yam).
 80 NOV: 1. Tony Watt (Kaw); 2. Rhett Tothergill (Kaw); 3. Mike Jones (Suz).
 VET MSTR: 1. Al Posey (Hon); 2. Dave Teeple (Hon); 3. Steve Ferroni (Yam).
 VET: 1. James Mahoney (Hon); 2. Lynn George (Hon); 3. Dale Bosyall.

When All is Said and Won:



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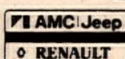
JULY 25



AUG. 1



AUG. 8



ALL REGULAR CLASSES PLUS ATV'S

5:00 GATES OPEN • 6:30 SIGN-UP CLOSES • 6:00-7:00 PRACTICE • 7:30 FIRST RACE

TICKETS - ADULTS \$5.50, JUNIORS (13-17) \$3.50, CHILDREN (9-12) \$1.00, 8 AND UNDER FREE

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D.B.R.A.

**CALIFORNIA GRAND PRIX
SUNDAY, JULY 29, 1984
INDIAN DUNES**

Mail Entry \$15 Ea. Add. Class \$7.50
Post Entry \$18 Gates Open 7:30 a.m.
Non Member Add\$3 1st Race 8:30 a.m.

Schedule in Last Week's **CYCLE NEWS**

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Speedway

July 27

Costa Mesa

calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibility of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1984 Grand National Camel Pro Series

7/28 M/Du Quion, IL
8/3 TT/Hinsdale, IL
8/4 RR/Pocono, PA
8/5 M/Chicago, IL
8/12 TT/Peoria, IL
8/19-20 RR/Sonoma, CA
8/25-26 M/Indianapolis, IN
9/1-2 RR/Brainerd, MN
9/9 M/Syracuse, NY
9/16 M/San Jose, CA
9/21 HM/Gardena, CA
9/22 5/8M/Los Alamitos, CA
9/29-30 RR/Lexington, OH
10/6 M/Sacramento, CA
10/14 M/Springfield, IL

Insport/Wrangler Supercross Series

7/28 Foxboro, MA
TBA San Francisco Bay Area
TBA Los Angeles Area
TBA San Diego Area

AMA/Bel-Ray Motocross Series

8/5 Millville, MN
8/12 Denver, CO
8/19 Washougal, WA

AMA Superbike Championship Series

8/12 Portland, OR
8/18 Sonoma, CA
9/1 Brainerd, MN
9/16 Rosamond, CA
9/29 Lexington, OH
10/14 Kent, WA
11/4 Daytona Beach, FL

WEA National Endurance Road Race Series

7/28-29 Warren, OH
9/1 Woodbine, NJ
9/22 Summit Point, WV
10/6 College Station, TX
10/13 Elkhart Lake, WI
11/10 Braselton, GA

World Championship Endurance Road Race Series

7/29 Japan
8/18-19 Belgium
9/2 Germany
9/16 Italy
9/22-23 France

World Championship Road Race Series 250 & 500cc

8/5 England
8/11-12 Sweden
9/2 San Marino

World Championship MX Series

125cc

7/29 Sweden
8/5 Finland
8/12 Luxembourg

250cc

8/5 Switzerland
8/19 Finland

500cc

8/5 Belgium
8/26 Italy

Sidecar

8/12 Germany
8/19 Germany
8/26 Denmark

9/9
9/16

Spain
Italy

World Championship Trials Series

9/2
9/9

Finland
Sweden

AMA National Enduro Championship Series

8/5

8/19

9/2

9/9

10/28

Wellsboro, PA
Moorestown, MI
Winterest, IA
Lynnville, IN
Bear, DE

AMA/Hi-Point Grand National Hare Scrambles Championship Series

9/16

10/14

Millville, MN
Midland, MI

AMA Western Region Dirt Track Championship Series

Scrambles

8/7-8

Short Track

8/11-12

Half Mile

8/14-15

Gardena, CA

Bakersfield, CA

Gardena, CA

AMA Amateur Motocross National Finals

8/15-18

Hurricane Mills, TN

AMA/NATC National Observed Trials Championship Series

8/25-26

9/1

9/3

Washington
Oregon
Washington

AMA Dragbike National Championship Series

7/28-29

8/19

9/1-2

9/8-9

9/22-23

9/29-30

10/21

10/28

11/3-4

11/17-18

Columbus, OH
Reading, PA
TBA
Byron IL
TBA
St. Louis, I
West Palm Beach, FL
L.A. County, CA
Houston, TX
Gainesville, FL

NMRA/NHRA 1984 Drag Race Schedule

8/11-12*

8/18-19**

8/25-26

9/1-3*****

9/22-23

10/6-7

10/13-14**

Washington, DC
Brainerd, MN
Columbus, OH
Indianapolis, IN
Las Vegas, NV
Atco, NJ
Pomona, CA

AMA Championship Cup Endurance Series

9/1

10/6

11/3

Faultville, GA
Summit Point, WV
Daytona Beach, FL

NMA Grand National Championship

8/6-12

Ponca City, OK

CMC Four-Stroke Nationals

9/2
12/2

Orange, CA
Carlsbad, CA

SCORE Off-Road Series

9/14-16

11/1-4

Off Road Championship
Riverside, CA
Baja 1000

Other Major Events Abroad

8/18

8/19

9/1

9/2

9/9

9/16

9/16

10/1-6

Team Speedway
World Championship,
Leszno, Poland
Formula One TT
Dundrod, Ireland
Individual Speedway
World Championship,
Gothenburg, Sweden
Coupe des Nations
Dalencin, Czechoslovakia
Motocross des Nations
Ruskeasanta, Finland
Trophee des Nations
Varberg, Sweden
Trial des Nations
Myslenice, Poland
ISDE
Assen, Holland

Yamaha Gold Cup Series

8/5

Thurston Co., WA

**EVERY
WEEK**

Tuesday

SPEEDWAY RACING

Stanislaus County Fairgrounds, Turlock, CA. Hwy 99 to Fulkert off-ramp. 1/4 mi oval, 1st class seating. Gates open 6pm, race 7:30. Entry: rider/mech. \$7, spectators \$5, kids 7-12 \$2. Free parking. Fast Track Promotions, Inc. Info: 209/784-2674.

CALIFORNIA SPEEDWAY

Ventura Raceway, located at the Ventura County Fairgrounds. North on 101, off on California St., follow signs to fairgrounds. Gates open 6 pm, first race 8. Admission \$6, children \$2. Parking and programs \$1 each. Info: 805/985-5433.

Wednesday

CALIFORNIA

CMC ASCOT MOTOCROSS

Ascot Park, Gardena, CA. 18300 Vermont Ave. Free parking. Gates open 5 p.m., prac. 6-7, race 7:30. Entry \$12. CMC license req. (may purchase at track). Spectators \$5.50, Jrs. \$3.50, kids \$1. Info 714/261-6116.

CMC NIGHT MOTOCROSS

Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd exit. Use south entrance. All classes. ships. Gates open 5pm, races 7. Info: 415/651-2545.

AMA CALIFORNIA SPEEDWAY

Inland Motorcycle Speedway, San Bernardino, CA. 898 S. Arrowhead Ave., Orange Show Rd. Exit off 215 Frwy., National Orange Show Fairgrounds. Three divisions, \$1275 purse or 30% of gate. Handicap and Scratch comp. Gates open 6:30 p.m. first race 8. Entry \$7 per rider and mechanic. Admission \$5.50 per person, 6-12 \$2. Info. Wed. only 714/884-4092, 818/446-0969 or 818/446-2241 (Kay Rutherford).

MOTOCROSS
SEPT. 9
REDDING, CA
INFO: (916) 223-5600

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd. 1 1/4 mi. north on right. 50cc-Open, separate C class motos. Gate 5 p.m., race 6. Entry \$6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class Cracing. 3/8-mi. oval. Mini/125/250/500/ Open, \$500 guaranteed purse, trophy. To Am. Sign up 6:30 p.m., race 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

CALIFORNIA

BAYLANDS SPEEDWAY
Baylands Raceway Park, Fremont, CA. Hwy 17 at Durham Rd. 1/7 mi. oval. Speedway racing. Gates open 5 p.m., races 7:30. Good food, free parking, close seats. AMA sanctioned. Admission: riders \$7, mechanics \$7, spec \$6, kids \$3. Info 415/651-2545.

Friday

CALIFORNIA

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County — Pierce off-ramp, rt on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophies to Sptsman. 150% Pro pb. Gates open 5 p.m., race 6, race 7. Entry: \$10, \$15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes, 30% trophies, 100% Pro pb. Gate opens 6 pm, race 7, race 7:30. New night and track. Entry \$15, \$20 Pros. Adm \$15. Info Tom Anderson 415/671-2859 or 634-3328.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcw. Take Hwy 50 to Bradshaw Rd. South to Jackson Hwy. then East to Excelsior Rd. All classes, 30% trophy, 100% Pro pb. Gate 5pm, race 6, race 7:30. Gate \$5, all entries \$5. Info: 916/363-2653.

COSTA MESA SPEEDWAY
Costa Mesa, CA. Orange County Fairgrounds, South end of Newport (55) Frwy. Gates open 6:30 p.m., first race at 8. Info 714/492-9933.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry \$8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

AMA SPEEDWAY RACING
Napa Town & Country Fairgrounds, 5757 Third St. Napa, CA. Hwy 29 to Soscol Ave to Silverado trail, free parking. Purse: \$1225 or 30% of gate. Gates open 6:30pm, racing 7:30. Mother Goose Racing Ent. Info: 707/252-8772 Dennis Robinson.

SADDEBACK MX (SMX)
Saddeback Park, Orange, CA. Frwy. 55 to Chapman exit, east 7 mi to Santiago Canyon Rd. Right to county fire station, left on rd. past fire station. Gate opens 7:30am, race 8-8:30, race 9:00. Pros and Sptsman race 30 min. motos. Entry \$12 Sptsman, \$15 Pro. Memb. reqd., avail at track. 33% troph. Info: 714/831-3482.

CALIFORNIA SHORT TRACK
Cycleland Speedway, 14 mi S. of Chico, CA at Hwy 99E and Nelson Rd. Classes: 80cc, 125 two-str/200 four-str, 250, 500cc. 20% trophy, 80% semi-Pro pb. Gate opens 6pm, race 7, race 8. Entry: spect \$4, riders \$9. Exp \$14. No motorcycles in July, only dirt karts. Info: Lowell Moural 916/342-0063.

TEXAS

MIKE KIDD'S SHORT TRACK/TT

Mike Kidd's Hillside Raceway, Boyd, TX. Take FM 730 south 3 miles from Boyd, TX to FM2048 west. Follow signs. (25 miles NW of downtown Ft. Worth.) All classes — 50cc to Open, with troph. and cash. Amateur entries \$10/first class, \$7/second class. Pros \$12 with 100% payback. Gate open 5 p.m., race 7, race 8. Info 817/433-5559 or 433-5587.

TEXAS NIGHT MOTOCROSS
Corpus Christi, TX. 124 Flato Rd. Take Padre Island Dr off IH 37, left on Bear Ln. All classes, concessions. Auto circle track, mud drags, and motocross all at one time. Gate opens 6 pm, race 7, race 8. Entry: \$5 gate, \$10 Am, \$15 Ex. Speedway Park Info: Robert Dickinson 512/289-2862.

WASHINGTON

HANNENAGH NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd. 1 1/4 mi. north on right Mini-Open, Am & Semi Pro. Gate 5 p.m., race 7, race 8. Entry \$6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

CALIFORNIA

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsman troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., race 8:30, race 9:30. Entry \$7 gate + \$10 Sptsman, \$14 Pro; non-memb. add \$3. Info 714/653-8068, 5840, 7979.

MOTORCYCLE WORLD
On KEZY AM 1190. Motorcycle World with Larry Huffman. Guests such as racers and personalities from the motorcycle industry, the latest race results from around the world. From 9 to 10 pm. Info Jane Boisvert 714/545-3441.

TEXAS

TEXAS DIRT TRACK RACES
AMA Half Mile dirt track races. Races are held at various race tracks in Texas all of 1984 season. Pro-Am \$500 to win the 500-750cc main. Call Bob Bagwell for info at 817/488-9133.

July 25

CMC ASCOT NIGHT MX
Ascot Park, Gardena, CA. All classes, includ. 3-wheel. 33% troph, 130% Pro pb. Many contingency prizes. Gates open 5 pm, sign-up clo es 6:30, race 6-7, first race 7:30. Entry \$12 includes gate fee. Membership \$25. Tickets \$5.50, Jrs \$3.50. Info 714/261-6116.

CALIFORNIA MEETING
Recreational Trails Committee, State Office Building, 619 Second St., Eureka, Held in the Conference Room. Info 916/322-7384.

July 27

CRC NIGHT MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, 30% troph, cash to Pros. Sign-up 6 pm, race 7, race 8. Entry \$12 Sptsman, \$15 Pro. Info 213/830-7519.

AME CALIFORNIA SUPERCROSS
Mesa Marin Speedway, Bakersfield, CA. Go into Bakersfield on Hwy 99. take Hwy 178 east 3 miles to track on right. All classes, split program. \$2000 purse, 30% trophy. Gates open 4 pm, race 5-8 for Sptsman, 8-11 for Int and Pro. Race 5 & 8. Entry \$20 Pro, \$12 Sptsman, includes gate. Admission \$5 and \$2 pit pass. Memb. reqd. \$20. Professional program, time schedule firm. Star Inc. Info 805/324-6041.

July 28

CALIFORNIA CMC MOTOCROSS
Little Okie, Madera, CA. Take Hwy 99 north to Ave 12 east to Rd 29. Take Rd 29 to Ave 13 1/2 east to Rd 29 1/2 north. At end of road. All classes, 30% trophy, 100% Pro pb. Gates open 5 pm, race 6, race 7. Entry: \$20 Pro, \$15 Jr & Int, \$5 at gate. Sponsored by Petty Products. Info: 209/673-8080.

INSPOUT SUPERCROSS
Sullivan Stadium, Rte 1, Foxboro, MA 02305. 250cc Professional class, \$22,000 purse. Miller High Life Supercross. Gates open 6 pm, race 8. PACE, ESP, Insport sanctioned. Info PACE 713/526-7666, ESP, Inc. 401/943-7152 or Insport 714/250-3244.

CALIFORNIA TT
Bakersfield, CA. Sprockets Park. 5 miles north of Mt. Vernon from Hwy. 58. Foot of bluffs. All Amateur classes, incl. Vets. 100% pb to Pros (250, 500, 750cc). 3rd race of 10 biweekly State Championship series. Open traction. Gate opens 4 pm, race 6, race 8. Entry: \$5 watch, \$7 race. Bakersfield Racers Assn. Info: Bob Van Meter 805/323-7877.

CALIFORNIA SHORT TRACK
Hills Ferry Speedway, Hills Ferry Rd and River Rd, Newman, CA. 20 miles south of Modesto. Take I-5 to Newman exit, to Hills Ferry Rd, then left to River Rd. All classes, incl. Mini, Semi-Pro. 75% Semi-Pro pb. Gates open 4 pm, race 6, race 8. Admission \$4. Entry \$12. Info: Lionel 408/463-0548, or 209/862-3453.

July 28-29

AFM CALIFORNIA ROAD RACE
Sears Point International Raceway, Sonoma, CA. Rider's school on Sat., races Sunday. Classes: Box Stock, Prod, GP, Superstreet, Sidecar. North vs South Challenge. Gates open 8 am, race 9. Adm \$6. Free parking and paddock pass. Concessions always open. Info 415/327-3323 or 707/938-8448.

July 29

COLORADO ROAD RACE
Woody Creek Raceway, Aspen, CO. 8 miles north of Aspen on Colo. 82, in Woody Creek Cyn. \$1200 cash purse, plus Kawasaki contin. Classes: Prod, Superbike, GP. C'ship Cup Series Regional. Gate opens 7 am, race 8, racing noon. Entry: \$20 first, \$10 second & third, \$5 fourth. MRA sanctioned. Info: J.S. Day 303/449-9357 eves.

AMA/D-36 MOTOCROSS
Sky Ranch Park, 11 miles north of I-80, off exit 18 on the Pyramid Lake Hwy in Reno, NV. All classes, incl. 3-wheel. Sptsman troph, 100% Pro pb. Concessions, firehose water system, no dust. Sign-up 7, race 8, race 9. Gate fee \$4, Entry: Sptsman \$12, Pro \$15. Info: Chris 702/747-6536.

CRC TRI-RACE SERIES
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County — Pierce off-ramp, rt on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to the track. All classes, \$1500 Pro purse (15 riders), \$1000 Sptsman contingencies. IRC Pro contin. P.J.I oil given out. Super trophies to top series winners. 1st of 3-round series: Entry: Sptsman \$12 by mail, \$15 post; Pro \$20 mail, \$25 post. Info: 213/830-7519.

ADRA CINDER MTN. 100
Flagstaff, AZ. 7 miles north of Flagstaff on Hwy 89 at mile post 426 3/4. Coconino Nat'l Forest. Starter pin, insurance, decal, super finish pin. 30% troph, up to 5. Over \$4000 in prizes. Mandatory tech. New entry fees: \$45, \$35, \$27. Non-men add \$5, post entry add \$5. Info: Phil 602/252-1900.

CALIF OBSERVED TRIALS
Rte 101 and Broadway in Santa Maria, CA. Spillway Park. 3 troph/class, 50 finisher ribbons. Helmets req'd. O/N camping OK. Starts 10 am. \$4 gate fee, \$10 entry. Lompoc Trials Club. Info: Lloyd Reeves 805/735-4503.

AMA WASHOUGAL MX
23 miles NE of Portland, Oregon. Take I-5 to Hwy SR 14, go east along Columbia to Hwy 40 in Washougal. Follow signs. All classes, 30% troph, 100% pb. Saturday camping for self-contained units. Gates open 7 am, race 8, race 10. Admission \$5, 6-11 \$3. Entry: \$12 Am, \$17 Pro. Info: Bill Cantrell 503/248-1106 or 206/892-5441.

BRA MOTOCROSS
Spearfish Raceway, Spearfish, SD. I-90 to Belle Fourche exit in Spearfish, north 2 mi to track. All classes, incl. 3-wheel. 33% troph. Pro pb and money to pts fund. BRA pts race, all classes. Sign-up 9 am, race 10, race 11. Entry: \$15 Pro, \$10 Sptsman, non-mem add \$3. Info: Dale Friend 605/348-8361.

SRA CARLSBAD GP
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 miles to Raceway. All classes, plus 3-wheel/Ody. 20% trophy, finisher pins. Entry \$12 by mail, \$15 post. SRA license reqd. 251-Open, ATV prac in A.M., race in A.M. 0-200cc, Sr. Vets, prac in P.M., race in P.M. Info 714/828-1358.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: race 8 a.m., race 10 Int/Ex race 1 p.m. Entry \$8 Sptsman, \$15 Ex. Gate \$4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).




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July 27 — FRI. NIGHT MX
Indian Dunes

July 29 — I.R.C. MX \$1500
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Aug. 5 — I.R.C. MX \$1500
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Indian Dunes

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RACE Schedule

Fri.
Sun.
Thurs.
Fri.
Fri.

Jul. 27
Jul. 29
Aug. 2
Aug. 3
Aug. 10

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CRC Motocross
Ody, 3 Whlrs.
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AMA

District 37

Calendar

Southern California

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Jim Lang (805) 527-8324

Aug. 11/12 Aug. 12 Aug. 19 Aug. 25 Aug. 25/26 Sep. 1/2 Sep. 9 Sep. 9	Huntington Bch M.C. Camp Rock Rd. Lime Fire Station Double Cross Racing Sunrise SMX Jackrabbits M.C. Red Mt. Area Lime Trona Rd. Dirt Diggers Hopetown at Indian Dunes Viewfinders Double Cross Racing	Dual ES MX MX MX Dual ES GP HS MX
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Jul. 29 Aug. 5 Aug. 11/12 Sep. 9	Adventurers M.C. Poker/Benefit Ride (213) 245-8546 Accessories Unlimited (805) 255-6522 Santa Barbara R/R Midnite Madness (805) 966-2025 Shamrock R/R Poker/Scavenger Run (805) 259-4732
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California Time

August 9

NMA PONCA CITY

Ponca City, OK daily schedule. Park gates open 6:30 am, racing begins 8 am. Race events listed per line-up board. Info: Ron 405/762-3635.

CMC ASCOT MOTOCROSS

Ascot Park, Gardena, CA. 18300 Vermont Ave. Free parking. Gates open 5 pm, race 6-7, race 7:30. Special XR80 race, no age limit, must be standard size bike. Normal entry \$12. CMC license req'd (may purchase at track). Watch \$5.50, Jrs \$3.50, kids \$1. Info 714/261-6116.

August 10

NMA PONCA CITY

Ponca City, OK daily schedule. Park gates open 6:30 am, racing begins 8 am. Race events listed per line-up board. Info: Ron 405/762-3635.

MOTORCYCLE SWAP MEET

Orange County Fairgrounds, end of Newport (55) freeway. 1000s of parts, accs and bikes. Area for use: 10x10 space \$20, 10x15 and prime space \$30. Bikes for sale, \$10 each. Move in 1-4 pm. Show open to public 6-10 pm. Info: 714/495-4545 (24 hrs) or 495-0515.

August 11

NMA PONCA CITY

Ponca City, OK daily schedule. Park gates open 6:30 am, racing begins 8 am. Race events listed per line-up board. C-ship run-offs posted after races. Info: Ron 405/762-3635.

NIGHT POKER RUN

Plaster City, CA. West pit area, near El Centro, CA. Family event, all vehicles. 30% prizes, free beer and drinks. Headlights and helmets req'd, also flashlights. Rescuers 898 on hand. Post sign-up 6 pm, run starts 9. Entry: \$10/person. Family rate: \$25 for 3 immediate family members, \$5/member after. Post entry add \$2 per person. Info: 619/275-1823 SD, or 462-4117 SD, or 747/2509 ESC.

CALIFORNIA SHORT TRACK

Bakersfield, CA. Sprockets Park. 5 miles north of Mt. Vernon from Hwy 58. Foot of bluffs. All Amateur classes, incl. Vets. 100% Pro pb (250, 500, 750cc). 4th race of 10 biweekly State C-ship series. Class C traction. Gates open 4 pm, race 6, race 8. Entry: \$5 watch, \$7 race. Bakersfield Races Assn. Info: Bob Van Meter 805/323-7877.

CALIFORNIA SHORT TRACK

Hills Ferry Speedway, Hills Ferry Rd and River Rd, Newman, CA. 20 miles south of Modesto. Take I-5 to Newman exit, to Hills Ferry Rd, then left to River Rd. All classes, incl. Mini, Semi-Pro. 75% Semi-Pro pb. Gates open 4 pm, race 6, race 8. Admission \$4. Entry \$12. Info: Lionel 408/463-0548, or 209/862-3453.

CMC CALIFORNIA MX

Little Okie, Madrea, CA. Take Hwy 99 north to Ave 12 east to Rd. 29. Take Rd 29 to Ave 13 east to Rd 29 north. At end of road. All classes, incl. 3-wheel. 30% trophy, 100% Pro pb. Gates open 5 pm, race 6, races 7. \$5 gate fee. Entry \$15 Jr and Int. \$20 Pro. Sponsored by Petty Products. Info Pat Pipes 209/673-8080.

WASHINGTON SHORT TRACK

15 miles SE of Olympia, WA off Hwy 507 at Rainier, WA. Full youth and Ama program. 50cc to Open, A & B classes. 33% trophy. No rain-no knobs. Silencers req'd. Pays AMA D-27 pts. Race rain or shine. Gates open 6 pm, race 7-15, race 8. Entry \$5/class. Rainier Sptsmln Club M.C. Info Mike or Marilyn Waggoner 206/264-4619.

August 11-12

AMA DUAL EURO SCRAMBLES

Anderson Dry Lake, limed from Lucerne Valley, CA. All desert classes. Beginners/1st timers welcome. All races 1 hour. First race 7 am. Entry \$14 per race. Info Ron Paproske 714/637-4468, Mike Regan 619/446-3460, or Bob 619/244-1696.

August 12

CALIFORNIA OBSERVED TRIALS

Spillway Park, Santa Maria, CA. Hwy 101 to North Broadway exit. All classes incl. bicycle and trail bike. Three trophies per class, 1 banzai trophy. Sign-up 7:30 to 9:30, riders meet 9:30, start 10. Entry \$5 gate fee, \$10 entry, with \$1 to checkers' fund. Helmets req'd. Info 805/735-4503.

AME CALIFORNIA MOTOCROSS

Indian Dunes Park, Valencia, CA. 2

miles west of I-5 on Hwy 126. All classes incl. 3-wheel/Ody. 30% trophies. \$15 pb to Pros. Gates open 7 am, race 8, race 9. Entry \$13 Am, \$20 Pros. Memb. req'd., \$20. Info 818/881-5778.

OREGON DIRT TRACK

Willamette Speedway, Airport Dr, Lebanon OR. \$500 purse, plus 90% pb (with full field). Gates open 11 am, race 12:30. Racing 1:30. Entry \$10, \$15 Pro, \$4 pit pass. Info 503/258-8529 or 258-8503.

TEXAS WOLF CREEK MX

Rio Vista, TX. All classes incl. Bewg. Troph. through 8th if 8 or more riders in class, 1st place Int. receives \$100 savings bond, 1st place Nov. receives \$50 savings bond, \$3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov. race 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex. race approx. 1:30 p.m., race 2. Gate \$5. Entry \$10 Sptsmln, \$20 Ex. Info 817/373-2753.

TEXAS MOTOCROSS

Twin Cities MX Park, Hwy 75 between Sherman and Denison, TX. Behind Jack Barnett Honda. All classes. 50% awards up to 5, or 150% p.b. 15 rider min/class Ex. Concessions, camping. Gate 7 a.m., race 8:15, Nov. race 9. Int/Ex. race noon. Entry \$5 at gate, \$10 for Nov and Int., \$20 Ex. Info 214/463-1614 (Bill Jennings).

CRC CALIFORNIA MX

Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmln, cash p.b. to Pros. 2 motos. Gate 7 a.m., race 8, race 9:30. Entry \$12 Sptsmln, \$15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

CMC CALIFORNIA MX

Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% trophy. Gate 7 a.m., sign up 7:30-8:30, race 8-9, race 9. Entry \$10 Sptsmln, \$15 Pro (\$10 to p.b.). Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX

Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. CMC points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

RIO BRAVO MOTOCROSS

Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph. thru 6th to Am., 100% Ex. p.b. Entry \$8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CALIFORNIA DeANZA MX

DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmln troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., race 8:30, race 9:30. Entry \$7 gate + \$10 Sptsmln, \$14 Pro; non-memb. add \$3. Info 714/653-8068, 5840, 7979.

AME CALIFORNIA MX

Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmln troph. Gate 7 a.m., race 8, race 9. Entry \$12 Sptsmln, \$17 Pro (\$15 to p.b.); AME memb. req'd. avail at track (\$20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA 9135. Info 213/881-5778.

CMC CALIFORNIA MX

Laguna Seca Recreation Area, between Salinas and Monterey, CA on Hwy 68. Classes: Mini, 125, 250, Open, OT, Vet. All new track with/sprinkler system. O/N camping available. Gates open 7 am, race 8:30, race 10. Admission \$4, kids \$2. Entry \$15 plus \$5 gate fee. Monterey Bay Rams. Info Bob Rosa 408/394-8225.

CRC TRI-RACE SERIES

Saddleback Park, Orange, CA. All classes, \$1500 Pro purse (15 rider min.), \$1000 Sptsmln contingencies. IRC Pro contin. PJI oil given out. Super trophies to top series winners. Last of 3-round series. Entry: Sptsmln \$12 by mail, \$15 post; Pro \$20 mail, \$25 post. Info: 213/830-7519.

NMA PONCA CITY

Ponca City, OK daily schedule. Park gates open 6:30 am, racing begins 8 am. Race events listed per line-up board. C-ship run-offs as listed per line-up board. Awards program after completion of all racing. Info: Ron 405/762-3635.

KANSAS MOTOCROSS

Hepler KS. One mile north of Hepler on Hwy 3. \$1500 Expert purse, trophies for others. 1st of 4-race anniversary series. Practice 9:30 am, race 11. Entry: Pro \$25, others \$10. Gate fee \$4. Circle W Recreations. Info: Roger Westoff 316/368-4700.

COLORADO ROAD RACE

Second Creek Raceway, Denver, CO. 88th & Buckley Rd. \$1900 cash purse plus Kawasaki contingencies.

Classes: Prod, Superbike, GP. C-ship Series Regional. Gate opens 7 am, race 8, race noon. Entry: \$20 first, \$10 second & third, \$5 fourth. MRA sanctioned. Info: J.S. Day 303/449-9357 eves.

CRC GRINGO FAMILY ENDURO

Rosario Beach, Mexico. 20% troph and finisher pins. D-38 pts. 2 loops, 9 am. Entry: \$25 by mail, \$29 post. NCR-CRC or D-38 members, add \$3. Info: 714/689-6114 (days).

IDAHO MOTOCROSS

Bogus Basin Rd to Cartwright Rd, follow signs to track, Boise, ID. Classes: Mini thru Open; Beg. Int. Ex. Admission: Adult \$3, 6-12 \$1. Entry: Mini \$5, Ex \$15, others \$10. Owyhee M.C. Info: Don 208/377-0409.

August 14

IDAHO SHORT TRACK

Bogus Basin Rd to Cartwright Rd, follow signs to track, Boise, ID. Classes: Mini thru Open; Beg. Int. Ex. Admission: Adult \$3, 6-12 \$1. Entry: Mini \$5, Ex \$15, others \$10. Owyhee M.C. Info: Rick 208/888-7357 or Lew 342-7439.

August 17

AME CALIFORNIA MOTOCROSS

Indian Dunes, Valencia, CA. I-5 to (west) on Hwy 126. All classes, incl. 3-wheel/Ody. 30% troph, \$15 pb to Pros. Gates open 5 pm, race 7, race 8. Entry: \$13 Am, \$20 Pros. Memb req'd \$20. Info: 818/881-5778.

August 18

CMC CALIFORNIA MOTOCROSS

Huron Cycle Park, Huron, CA. I-5 to Huron and follow signs. All classes, 30% troph, 100% Pro pb. Under new management, nite races. 3rd annual, six-race series, race 5. Gates open 5:30 pm, race 6:30, race 7:30. Entry: Am \$15, Pro \$20, gate \$4. Info: Allen Severs 209/945-9355.

R.A.T.S. BMW RIDING SCHOOL

Riverside Int'l Raceway, Riverside, CA. Rider Advanced Training School, exclusively for BMW riders. Must have BMW in good cond. for use at school. Must be 18 yrs old and have proper safety equip. School cost is \$155, lasts one day, 7:30 am to 5 pm. Lunch will be served at track. Info: Reggie 805/648-2895.

CRC TRI-RACE SERIES

Indian Dunes Cycle Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, \$15 Pro purse (15 riders min.), \$1000 Sptsmln contingencies. IRC Pro contin. PJI oil given out. Super trophies to top series winners. 2nd of 3-round series. Entry: Sptsmln \$12 by mail, \$15 post; Pro \$20 mail, \$25 post. Info: 213/830-7519.

AMA/D-36 CALIFORNIA ST

Lodi Cycle Bowl, 580 E. Morse Rd, Lodi, CA. All classes, incl 3-wheel, and Semi-Pro. Gates open 5 pm, sign-up 6-7, race 6, race 8. Admission \$4. Entry \$10, \$13 Semi-Pro. Info: Barbara 209/368-7182 or 931-3722.

August 18-19

UTE CUP OBSERVED TRIALS

Gold Camp Road, north of Colorado Springs, CO. Open to all riders, sections are intended for Intermediate/Advanced riders. Prized Thunderbird medals to top 40%. Team competition. No riders' meeting. No camping allowed before Friday afternoon. Observers needed. Entry: \$25, plus \$6 for each club or Sr team, and \$8 for each sponsored team. First rider out 8:01 each day. All entries must be postmarked before Aug. 5. Info: 303/751-1281 or 633-9482.

SUMMER TRAILRIDE

Wilseyville to Silver Lake, CA. A catered ride, approx 175-mile marked course. Street legal bikes not req'd. 95% trails and dirt roads. Camp overnight at Silver Lake. We supply and serve all gas, food, refreshments and meals for both days on the trail. \$75 covers everything for both days. Specific info mailed upon receipt of entry: Info: Don Ivan 209/754-5204, 18678 Jusus Maria Rd, Moke Hill, CA 95245.

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Aug 19 — INDIAN DUNES

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Road Race Schedule

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Aug. 11/12 — Willow Springs
Aug. 26 — Sears Point

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SUPERCROSS

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Mesa Marin Raceway
 Bakersfield

July 27

Gates Open at 5

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See Calendar Listing

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 racing gasoline

(714) 963-9704
 Dealer Inquiries Invited

OREGON DIRT TRACK

Willamette Speedway, Lebanon, OR.
 36606 Airport Dr. Motorcycles and 3-wheel (Semi-Pro). Gates open 11 am, prac 12:30, races 1:30. Spectators \$3, students \$2. Entry \$10, \$15 Pro. Trak-Tak Racing Spec. Info 503/928-7205 926-0376.

TEXAS MOTOCROSS

Approx. 2 miles north of Brownwood, TX on Hwy 279. Trophies to 5th, 100% Ex pb. Free O/N camping, no hook-ups. Gates open 10 am, prac 11, race 1 pm. Entry \$20 Ex. \$10 others. \$3 gate fee. Info John W. McBeth. 915/646-6083.

BRA MOTOCROSS

Spearfish Raceway, Spearfish, SD. I-90 to Belle Fourche exit in Spearfish, North to track sign. All classes, incl. 3-wheel. 100% Pro pb, 33% Sptsman trophy. Non-pts race, riders vote on track for BRA C'ships. Sign-up 9 am, prac 10, race 11. Entry: \$15 Pro, \$10 Sptsman, non-mem add \$3. Info: Dale Friend 605/348-8361.

AMA NATIONAL MX

Washougal, WA. 23 miles northeast of Portland, OR. I-5 to Washougal Hwy 14 east to 140 in Washougal, follow signs to track. The best is in the NW. Don't miss this spectacular show, gates open 7 am, prac 10, race 1 pm. Tickets: Adults \$15, kids 6-11 \$6. Info: Bill Cantrell. 503/248-1106.

AME CALIFORNIA MOTOCROSS

L.A. County Raceway, Palmdale, CA. I-5 to Hwy 14 toward Palmdale, get off on Pearblossom Hwy, 5 miles east to first stoplight. Straight past lite one mile to track on right side of Avenue T. All classes, incl 3-wheel/Ody. Free O/N camping. Gates open 7 am, prac 8, race 9:30. Entry: \$13 Am, \$20 Pro. Mem req'd \$20. Info: 818/881-5778.

ROAD RUNS

July 28-29

WASHINGTON RALLY/POKER RUN

Winthrop, WA City Park. Take I-5 to Hwy 20 by Burlington. Go east on 20 to Winthrop. Rider and Passenger trophy, live band, free beer during the dance. Free camping. Set of leathers to top poker hand. Non-AMA riders welcome. Entry: \$10 by mail, \$15 regular. Mt. Baker M.C./AMA-sanctioned. Info: Leo Ruswick 206/734-4456

CALIFORNIA SWAP MEET/ROAD RIDE

11640 Cole River Circle, Fountain Valley, CA. North of the 405 Freeway on Harbor Blvd. to Sergerstrom, left to Newhope. Trophies for Best Restored and Unrestored, Most Unusual and Oldest British Bike. 150-mile ride very scenic, plenty of stops. Swap meet on Sat 9-5. Ride 9 am to late afternoon. JRC Triumph. Info: Craig Collins 714/556-9810.

July 29

CALIFORNIA STREET RIDE

Cool ride into mountains around Lake Arrowhead. Meet 8 am at Southland Cycles, 8141 Garden Grove Blvd, Garden Grove, CA. Any brand of bike welcome. No entry fee, but bring money for food and gas. Info: Marc 714/893-5091 days.

AMA/D-37 POKER RUN PTS RIDE

Suzuki of Glendale, 1120 S. Brand Blvd. Glendale, CA 90241. Trophies, raffle, godf for first overall. Benefit ride for B.A.M. from 7:30 to 9:30 am. Entry \$8, \$1 discount for mail entry or organization member ship. Info Phil Sanders 213/245-8546.

August 4

USCA POOL PARTY

Jim & Sue Krautz' residence, 17116 Goya St. Granada Hills, CA. Bring the family, swim trunks, towel and something to BBQ. We'll provide the pool, non-alcoholic beverages and munchies. From noon to 8 pm. Info 818/366-3179.

August 5

AMA/D-37 POKER RUN/PTS RIDE

Accessories Unltd., 26057 Bouquet Cyn. Rd., Saugus, CA 91350. \$1000 gift certificates. No freeway — scenic ride only. 200 miles. From 7 am to 9 am. Info Philis Williams 805/255-6522.

ROAD TOUR

Depart from 9717 Waterman, in Elk Grove, CA and ride five days in the High Sierra and Gold Country. No classes, no trophies, no prize money. Just great riding on two-lane, twisty roads. Will be a follow-up truck to carry gear and load ailing bikes. Entry \$20. Sponsored by Velocette Owners Club. Info Scott Borem 916/685-2609.

August 10-12

VELOCETTE RALLY

Annual Velocette Owners Club Rally, to be held at Cambria Pines Lodge, Cambria, CA 93428. Trophies for best Velocette in several categories, plus Crock trophy for the scruffiest Velo to arrive under own power. Info Cary McSquid 213/545-3623.

August 17-19

SIDECARMEET

Sierra Sidecar Spectacular, Mariposa, CA. Come camp out and enjoy the friendship. Details in Sidecarist. Info: 805/251-5051, or 818/366-3179.

August 18-19

SUMMER RUN '84

Near McNeil Campground, take US 26 to Zig Zag, OR, turn on east Lolo Rd, follow signs. No visible firearms or fireworks. Includes: beer, concession, band, raffle, games, etc. All bikers welcome. Tickets \$10/couple advance, \$7 single. \$12/couple at gate, \$8 single. Advance deadline August 4. Sponsored by East Portland ABATE. Info 503/775-2848, Mary or 255-7793, Don.

CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print all information asked for and mail the blank or a facsimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date:	Type:
Location/directions:	
Sponsoring club/promoter/sanction:	
Classes/trophies/purse:	
Additional info:	
Gate/practice/race times:	
Entry fees:	
Your name:	Phone number for info (with area code):

RESULTS

Send your results to: Cycle News, Results Editor, P.O. Box 498, Long Beach, CA 90801-0498. Include rider and machine brand.

CRC Golden Bear GP Hungry Valley, CA June 24, 1984

VETS

Ron Gibson
Jim Dawson
Ken Dulluson
Mark Cook
Bill Miller
Rick Sowma
Joe Brown
Ned Joy
Mike Ferro
Robert Mennell
MINI
Mike Loftus
Bjorn Lofstrom
Newton Acevedo
Jeff Neal
Kim Hoagland
Shawn Pickering
David Onadas
Derek Conner
Erik Campbell
Chad Cook
125 NOV
Mark Maxwell
Duke Loppnow
Marty Schneider
Leland Ayers
Eddie Metro

AMA Amateur Western TT Nationals Boyd, TX July 6, 1984

50
Todd Way
Joe Gilbert Jr.
Jason Adcock
Charles Fontenot
Mike Nicholason
60
Heath Kirkland
Tim Kay
Greg Teague
Mark Burch
Charles Fontenot
80 JR
Clayton Hull
Heath Kirkland
Tim Kay
Scott Williams
Michelle Densmore
80 SR
Andy Embry
Mike Hale
Trace Polson
Chad McCracken
Ronnie LeBleu
125
Gary Kidd
Shane Jolly
Ed Meyer
Kregg Bentley
Mike Moore
250 JR
Bobby Shaw
Bubba Bentley
Alan Powers
Willie McCoy
Ed Meyer
OPEN JR
Gary Kidd
Bobby Shaw
Alan Powers
Tony Ackerman

Ross Downs MX Colleyville, TX July 6, 1984

MICO MINI
Brandin Lea
Casey Pinkston
Jason Osborne
MINI BEG
Brian Fisher
Scott Weddell
Robin Dearing
Chad Potts
Ricky Radford
MINI JR
Steven Jones
K.C. Platt
Mark Peirce
MINI SR
Clay Branch
Travis Motley
Judd Joie
Brian Hensley
125 BEG A
Gary Benton
Mike Key
Joey Marcom
Keith Aston
Mike Lorea
125 BEG B
Randall Manuel
Glen Walker
Eric Anderson
Jeff Harmon
Jim Ballard
125 NOV

Eddie Jones
Bubba Long
Eddie Sims
Joey Tarkington
Mike Peirce
250 BEG
Terry Mason
Cody Payne
Tim Anders
Chris Erlon
250 NOV
Steve Ott
Keith Mundie
Dennis McCoy
John Miller
Tom Eller
OVER 30
Tom Eller
Don Jones
Charles Eller
Dennis Baker
COMB EX
David Muckey
Mike Bruce Jr.
Lary Dodson

Ross Downs MX Colleyville, TX July 13, 1984

MINI MINI
Willie Bowden
Jody North
Heath Kirkland
Casey Pinkston
MINI BEG A
Roger Pope
Scott Weddell
Ricky Radford
Chad Potts
Shane Thompson
MINI BEG B
Brian Fisher
Stephen Mitchell
Lance Summers
Robin Dearing
Lance Tipton
MINI JR
Willy Bowden
Jody North
Heath Kirkland
MINI SR
T.J. Mooney
Roy Shellenber
John Forames
Greg Denison
125 BEG A
Mike McCormick
Lorne Burton
Glen Walker
Jim Ballard
Richard Kirkland Jr.
125 BEG B
Craig Hickman
Gary Benton
Joey Marcom
Brad Faulkner
Terry Harmon
125 NOV
Eddie Jones
Jeff Harris
Donny Gaddis
Les Briscoe
T.J. Mooney
250 BEG
Terry Mason
Cody Payne
Chris Erlon
Dee Ann Wood
Steve Maiden
250 NOV
John Miller
Mark Barte
Dennis McCoy Jr.
Keith Mundie
OVER 30
Tom Eller
Mike Jay
David Folmer
Charles Eller
OPEN NOV
John Blanton
Bill Regan
Kirk Hulslander
COMB EX
Roger Schellenberger
David Muckey
Dean Lane
John Kindhart
David Flores

CMC Motocross Ascot Park Gardena, CA June 27, 1984

80 NOV #1
Lenny Jones
Justin Souza
Chris Gibb
Darius Angelos
Cameron Flynt
80 NOV #2
Darren Fredrickson
Val Rael
Steve Demarest
Ryan Addison
Tommy Grelle
80 JR
Brandon Sperling
Robert Shipman
Jason McFarland

Shawn Slayton
Rusty Somers
80 INT
David Wodaszewski
Shane Trittler
Troy Cline
Lonny Fuller
125 NOV #1
Dave Alvarez
Jim Taylor
Rob Ralph
Jim Griffin
Ed Vitelli
125 NOV #2
Joe Longo
Robert Froom
Guy Cartier
John Drisner
Rick Mott
125 JR
Danny Brown
Gene Saraceno
Mark Burns
Mike Lucas
Dennis Burns
125 INT
John Davis
Kevin Valenti
Murray Shackelford
125 PRO
Tim Rutherford
Tracy Meeks
Mike Fedorow
Ed Gauley
Rick Atkins
250 NOV #1
Chris Bailey
Ron Parks
Dave Sinsley
Chris Parks
Roland Chinae
250 NOV #2
Tom Petrus
Barry LaCour
Jeff Barber
Mark Olsen
Joe Hauser
250 INT
Jason Collbaugh
Juan Posca
Mike Magallanes
David Nakamura
Don Calhoun
250 PRO
Dave Hamada
Shawn Tracy
Craig Hofmeister
Rob Trone
Pete Murray
500 NOV
John McGinnis
Alan Nichols
Dana Hale
Dan Welsh
Russ Ingram
500 JR
Mark Anderson
Randy Menighan
Randy Yarek
Karel Kramer
Robert Johnson
250 JR
Tom Kirkley
Tony Megallanes
Rob Leeson
Jim Benjamin
Ken Faught
500 INT
George Collins
Don Pastell
Brian Huff
Steve Vest
500 PRO
Rick Atkins
Pete Murray
Mike McMillen
Dan DeYoung
VET SPT
Sam Bell
Dale Stuntz
Dan Mossberg
Greg Rogers
Charles Brewer
VET MST
Carl Gazafy



Prairie Dogs National
Hare Scrambles Trophy
Pickup at next two desert
events or call (818)
333-8435. (428/29)

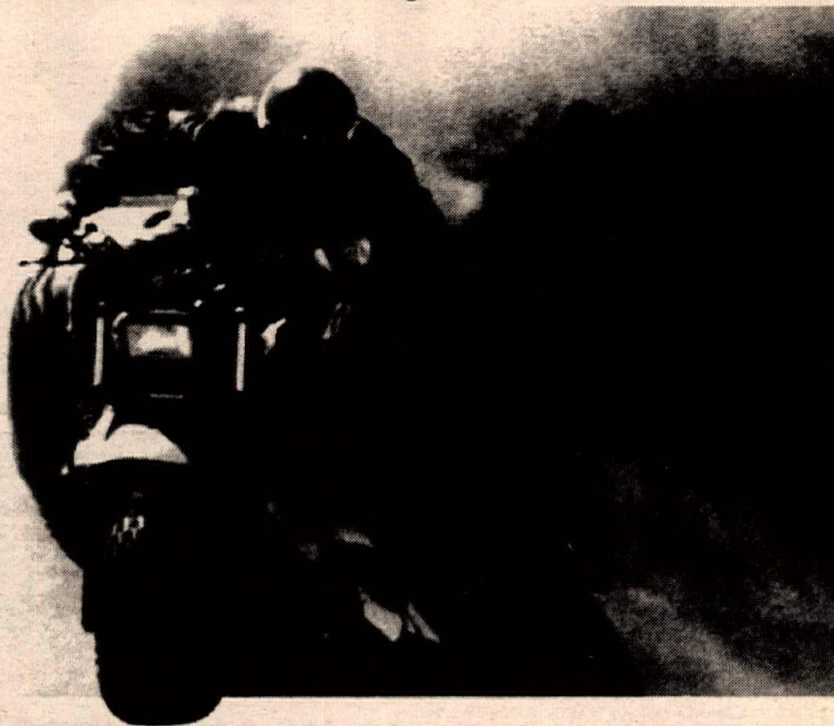
For listing in this department, please mail information with \$1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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Signature _____

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WANT ADS

Help Wanted

Outboard Technical Advisor

Major outboard manufacturer expanding service operations. Immediate position open for field Technical Advisor. Four years minimum dealer service experience mandatory. Broad industry and business management background preferred. Excellent salary, benefits and future. Send resume to: U.S. SUZUKI MOTOR CORP., PO Box 1100, Brea, CA 92621. ATTN: Personnel. NO PHONE CALLS PLEASE. (228/31)

Associate Editor

MOTORCYCLIST Magazine is looking for an Editorial Staff Member. We want a skilled enthusiastic street rider with the ability or at least the potential to create Deathless Prose. Other desirable skills: photography, technical and mechanical background, word processing experience, publication background. Tremendous company and fringe benefits for the right enthusiast/write. Send a letter (not just a resume) describing your background and qualifications and sample of previous published work to: MC/Editorial, Personnel Dept., Box 1020, Los Angeles, CA 90028. (229)

Experienced Mechanic Needed

For rental Go-Cart Track. Dealership experience preferred. Honda G-200 motor experience helpful, part and full time positions available, day or night. Good pay for right person. Ascot Silc Trac. (213) 515-5115. (229/30)

Experienced Sales Person

25% commission. Commission also paid on insurance, finance and accessories. MARINA SUZUKI (213) 306-8595. (229/32)

Need A Bright Prospect In Advertising/Public Relations?

Graduate with PR experience. Motorsports enthusiast. Majors: Mass Communications, Speech, Minors: English, Art, Functional Spanish. Willing to relocate. Resume, information: Brian Butt, 3939 State Road, La Crosse, WI 54601. (608) 688-6982. (1/29NE)

Parts Person

North Florida Honda and Suzuki dealer seeking a self-motivated individual to fill a permanent position. Honda knowledge preferred but not essential. Salary commensurate with experience. Medical, uniform, and incentive benefits. Contact Randy or Nile at HONDA AND SUZUKI of Lake City, Florida 32055. (904) 755-0040. (2/28/29NE)

Anaheim Honda Kawasaki

Experienced mechanic and partsperson wanted. (714) 778-6700. (229/30)

Sales Manager: Honda/Suzuki

Experience necessary for permanent position and great career opportunity, 25Kx per year. In Berkeley, 10 min. from San Francisco. 20 year old business with large inventory and established customers. HONDA/SUZUKI OF BERKELEY, 2240 San Pablo Ave., Berkeley, CA 94702. (415) 841-0192. (129)

Join U.S. Suzuki Motor Corp.

We have an excellent opportunity for a technically oriented individual, to fill a position in our Technical Service Department, as a Customer Relations Coordinator. This is an outstanding opportunity to begin a career at the distributor level. Position offers invaluable training, and experience for future advancements. Excellent company benefits and attractive starting salary. To qualify you should have the ability to deal enthusiastically and tactfully with our retail and dealer customers on service and warranty matters. Some dealer level service or parts experience is required. Suzuki product experience is not required. Send resume to: U.S. SUZUKI MOTOR CORP., PO Box 1100, Brea, CA 92621-1100. No Phone Calls Please. (229/32)

Service Manager

Working service manager with own tools, three years minimum experience on the dealer level. Self motivated, knowledge with Suzuki helpful. Excellent pay for the right individual. Contact Vic, ORANGE COUNTY SUZUKI, Costa Mesa, CA. (714) 646-2428 for appointment. (227/TFN)

Rapid Wrench

North Florida Honda and Suzuki dealer seeking experienced technician to fill a permanent position. Wages commensurate with ability. Medical, uniform, and incentive benefits. Contact Randy or Nile at HONDA AND SUZUKI of Lake City, Florida 32055. (904) 755-0040. (2/28/29NE)

★★ Partsmanager ★★

Permanent position open to an aggressive self starter with proven record of management and parts/accessory sales. San Bernardino Yamaha-Harley-Davidson Dealer. Mr. Wix (714) 884-6464. (226/TFN)

U.S. Suzuki Outboard Division Technical Supervisor

Major outboard manufacturer expanding technical service operations. Immediate opening, position includes writing bulletins, maintaining dealer service material, quality research, curriculum update, instruct marine technicians. Marine industry experience required with technical training background preferred. Excellent salary, benefits and future. Send resume to: U.S. SUZUKI MOTOR CORP., PO Box 1100, Brea, CA 92621. ATTN: Personnel. NO PHONE CALLS PLEASE. (228/31)

Parts Countersales Person

Entry level position, selling experience helpful. We are seeking honest, hard working, aggressive, counter persons for one of California's largest and oldest Honda Motorcycle dealers. Salary and commissions are in the \$900-\$1200. range. All company benefits. Wes Mullen, Long Beach Honda. (213) 423-1433. (227/29)

★Professional Parts Director★ ★We are Looking for Mr. Right★

He must be honest! High aptitude for customer relations, have a heavy background as a successful parts manager, willing to work hard. Make us again one of the largest parts department in Southern California. We have a pay plan & company benefits for Mr. Right that is very professional. Contact Wes Mullen, Long Beach Honda, (213) 423-1433. (227/29)

Wanted: Two Good Men

Yamaha - BMW shop established 1964, wants a service manager and an experienced mechanic. Salary open, benefits, good climate, near beach, good location. Call Vern Boe, (619) 722-3334. (126/29NW)

Commission M/C mech needed

Must have own tools, three years experience minimum. Honda, Yamaha, Suzuki, Kawasaki. Shop established three years. (Plenty of work.) San Diego area. NATIONAL CITY MOTORCYCLE. (619) 474-2025. Mike. (127/30)

Sell Ads For Cycle News

Display Ad Sales position open in the Cycle News East office, Atlanta, GA. area. Print media sales and/or motorcycle experience helpful. Good phone and organizational skills needed. Excellent compensation & benefit package. Immediate opening, call (404) 934-7850 for interview, and/or send resume to Cycle News P.O. Box 805, Tucker, GA 30084. (527/TFN)

Needed for immediate hire: Service Manager for large R.V. dealer. Experience with motorcycles, outboards and snowmachines a must. References required. Contact Rod or Bill at (907) 272-2412. (128/29)

Salespersons Wanted

Ixon, an established Distributor/Importer wants hard-working sales reps; many prime areas open, join a good group of people. Ask for Norm. CA (800) 821-4989, US (800) 854-1060. (228/TFN)

Parts Manager

Parts and accessories sales and management, permanent position open to experienced, organized, self starter with multi brand growing dealership in sunny Mission Viejo. MOTORCYCLE CITY USA (714) 831-6804. (212/TFN)

Available August

San Francisco BMW Franchise seeks self motivated person for telephone sales and computer operations. Parts experience preferred. Alpha Micro experience helpful. Resumes, Bavarian Cycle Works, 385 8th St., San Francisco, CA 94103. (415) 863-7255. (328/29)

Mechanic Wanted

Honda or Yamaha shop experience necessary. Immediate opening. Located in "Smog Free" coastal Calif. 1 hour north of Santa Barbara. (805) 928-2656. (228/29)

Salesperson Wanted

No experience needed, will train, ask for Mike, Burbank Yamaha. (818) 845-8738. (228/29)

M/C Mechanic Apprentice

Experience and tools helpful. Must have mechanical ability and desire to learn. Room for advancement with busy shop. MOTORCYCLE CITY USA in Sunny Mission Viejo. (714) 495-3352. (223/TFN)

Mechanic Wanted All Brands

Experienced with tools, wanted immediately, great position open to experienced motorcycle mechanic with growing multi-brand independent dealership in Sunny Mission Viejo. Motorcycle City USA. (714) 495-3352. (223/TFN)

Growing Pains

Large volume Southern California Yamaha Dealer is expanding and looking for experienced people for all facets of the business: Service, Parts, Accessories, Sales. Excellent pay and benefits are offered. Call or write Bob Klee at: T&O CYCLE DYNAMICS, 24020 Narbonne Ave., Lomita/Torrance, CA 90717. (213) 534-2311. (227/TFN)

Mechanic Wanted All Brands

Work in smog free Huntington Beach. Full time, plenty of work. Experience necessary on all Japanese motorcycles. Call PRO RIDER (714) 841-0368. (128/31)

Honda Registered Mechanic

Personable, with good attitude for customer satisfaction. Commission commensurate with experience. HONDA OF MONTEBELLO. (213) 724-6673. Denny or Bill (228/29)

Commission Paid

To experienced mechanics in large volume Orange County dealership. Apply in person, Honda Kawasaki BMW of Mission Viejo, 26371 Avery Parkway, Mission Viejo, CA. (224/TFN)

Yamaha Partsman Wanted

Experience necessary, contact Don at Bellflower Yamaha. (213) 925-5097. (221/TFN)

Motorcycle Salesman/Manager

Great position open to experienced Motorcycle salesperson with growing multi-brand, independent dealership in sunny Mission Viejo. Motorcycle City USA (714) 495-3352. (221/TFN)

H-D Mechanic Wanted

Experienced mechanic with own tools, full time position. Extremely busy shop. Call Mon-Fri 8am to 5pm. (714) 841-5522. Huntington Beach area. (128/31)

Yamaha Mechanic

Minimum 3 years experience with own tools. Immediate opening, salary negotiable, call Gary at Fresno Yamaha. (209) 431-3485. Fresno Yamaha, 6220 N. Blackstone, Fresno, CA 93710. (223/TFN)

Sales Reps Wanted

Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TNF)

Suzuki Mechanic

SUZUKI COUNTRY has an immediate opening for service manager. 3 years minimum experience. Contact Mike North (714) 734-0642. (227/30)

Mechanic Needed

Commission — Minimum 3 years experience Honda/Kawasaki. Contact Herb, (818) 787-0110. (229/30)

Want Ad Sales

CYCLE NEWS Wants You! Handle Want Ad Sales for busy CYCLE NEWS West Edition and ATV NEWS. Type 60 wpm, must be detail oriented and organized, good spelling, personable phone voice, motorcycle knowledge helpful, sales experience necessary. M-F 9-5, entry level position, excellent company benefits, salary. Call (213) 427-7433 for interview appointment. (529/TFN)

Business Opportunities

Attention Dealers

New distributor eager for new business. Take advantage of low prices. (818) 366-6914. (227/TFN)

Working Partner Or Buyer

Northern California Yamaha Dealer. (707) 447-3715. (218/TFN)

Accessories Store For Sale

BC CYCLE SUPPLY, 9025 McFadden Ave., Westminster, CA. Priced very low to sell fast. (714) 891-5286. (229)

So. Cal. Franchised Dealership

Low overhead, blow-out location and lease: Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (203/TFN)

Jawa and CZ M/C Business

Complete inventory for sale. Includes street, motocross and speedway parts and complete bikes. (818) 917-6171. (229/NWX)

'78 Smuggler Trailer

22 ft. Smuggler, new Ford 78, sleeps six, carries three motorcycles, forced air furnace, 100 gals. of water, 3-way refrigerator, roof access ladder, extra strong roof, custom plumbing, self contained, new 150amp. battery, in top shape, ready to roll! \$7200. Eves and weekends, (213) 256-8403. (329/30)

WANTED: Anyone have any miniature gas powered metal race cars they wish to sell? also looking for non-powered. (213) 569-4262. (129)

WANTED: one pair of shocks in good to excellent shape for 1980 CR250. Stock or aftrmkt. (213) 925-7905. (129)

83 CR480R \$1300

Like new, bought in 84, hardly ridden, new bore with Wiseco Piston, still looks brand new, never raced. (714) 739-5301. (129/NWX)

83 CR125

Motoplat ignition, ATK Fork Kit, 250 front brake, 53 tooth sprocket, Metzlers. Call eves, \$900/OBO. (213) 596-5056. (329/31)

81 CR450R Honda

Too much for me! Runs great, just more beans than I need. Ask for Dave. \$650. (714) 827-6553. (129)

Fast, Clean 82 KTM 495 \$1250

Vet owned, many extras. (602) 855-7196. (129)

Smuggler Trailer

Sleeps six, new cushions, like new interior, 2-way refrigerator, stove, oven. \$2400. (805) 252-3755. (129/30)

R.D. DAYTONA front wheel \$50. Side covers \$25. R.D. front wheel with legs \$50. Rear wheel with almost new K-81 \$50 front, rear disc's calipers \$50. (213) 569-4262. (129)

Turn Your H-D Into A Home!

Will take your Harley or other large street bike, truck or interesting trade toward 15K equity in near new Costa Mesa, CA Condo. 2 bedroom, 2 bath. 2 story with 2 car garage. Assume high balance loan. This place is perfect! Let's make a deal! Call (714) 645-7547 eves, or leave message on recorder. (529/32)

RD 350 HEADS & BARRELS 2nd over \$25. New rear fender \$20. RD 400 and Daytona stock mufflers \$25 each. (213) 569-4262. (129)

Bike Trailer

Three rails, good tires with spare, \$275. (213) 428-1609. (129/30)

1984 Suzuki RM-125E

Like new, runs great, \$1050. (714) 529-7324. (329/30)

83 Honda CR480/3 Rail Trailer

Honda is clean, low miles, \$1100. Trailer 15" wheels, \$250. (805) 824-2813. (329/30)

Free Boots Free Helmets

Buy one of my bikes, get your choice. KX 250, \$375. 1983 Husky 250, \$1575. 1984 XL 350, \$1700. Every bike has to go! Make me an offer. (714) 540-4511. (129/31)

C&J TT 500, BEST of everything, extra tires, r/wheel, gearing, lights, big tank and more. Best of Baja or dez. \$1500. Dirt track leathers, Bates medium, excellent condition, also helmets, boots, Maely skid shoe. Danny Hockie, after 6 p.m. (714) 738-1312. (129/30)



Alloy Triple Clamps

Billet aluminum machined with 55 or 62mm offset for 35mm tubes. \$175. Storz Performance, 1362 Tower Square #2, Ventura, CA 93003. (805) 654-8816. (229/31NW)

Motorcycle Mechanic Training

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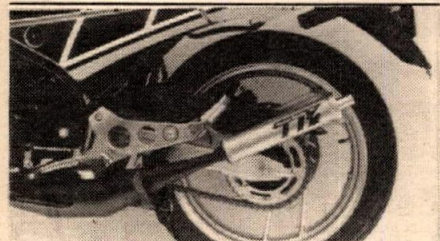
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Toomey Racing RZ-350 Pipes**

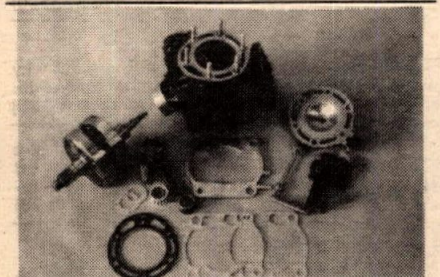
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Ridden twice, perfect shape, many extras. San Diego (619) 584-1918, eves (619) 578-8472. (128/29)

Knight 250 Yamaha

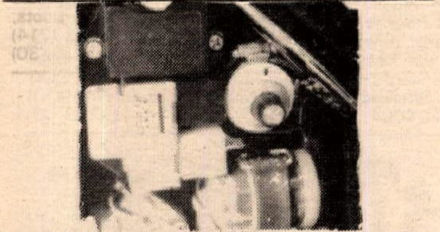
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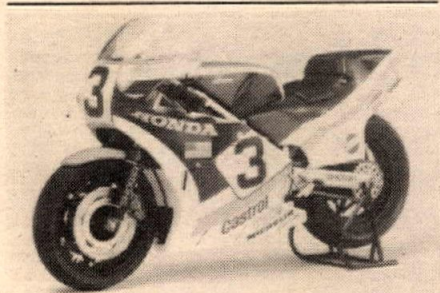
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The world's best magnesium wheel for race and street now at the best prices ever. Save 10% and more on selected models. Hundreds of wheels in stock for TZ's, GPz's, GS's, VF's, etc. Call now — for Erik or Mary Joe at (414) 392-3170. PITTSBURGH PERFORMANCE, RT. 1, Mukwonago, WI 53149. (3/29&31NEX)

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New 500cc 4 valve, excellent condition, raced 4 times, many extras. Gearing for primary and rear. Tires, gas can, and leathers, race ready, cost new with extras \$3200. Must sacrifice \$2200. Randy (213) 862-7877. Downey. (129/30)

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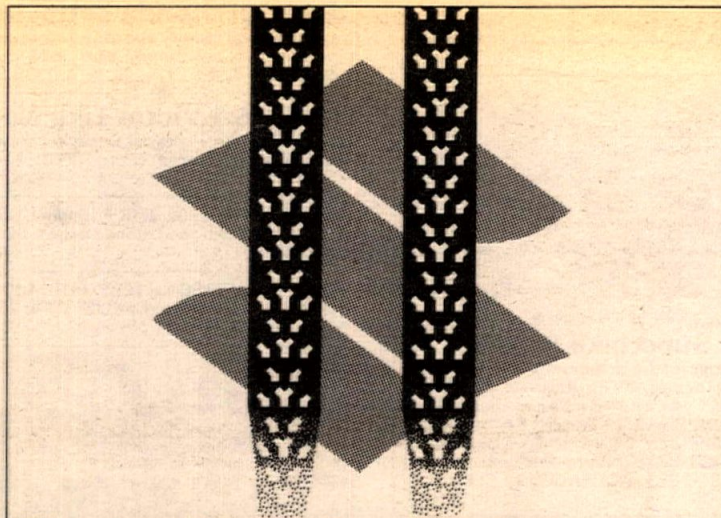
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1973 Tri. X75 Hurricane

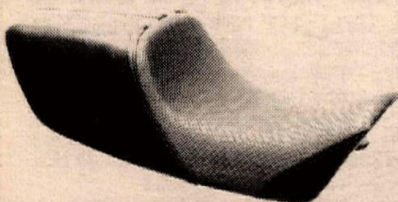
Very rare, 7,400 original miles, \$4500. (209) 296-5417. (128/29)

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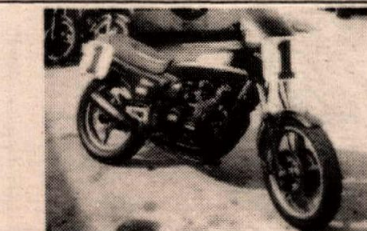
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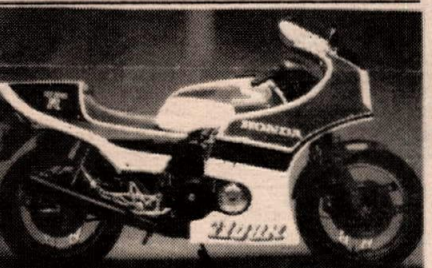
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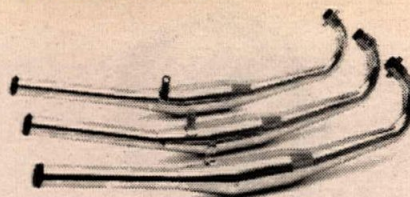
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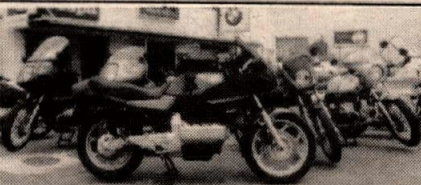
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BMW Pre-K100 Sale

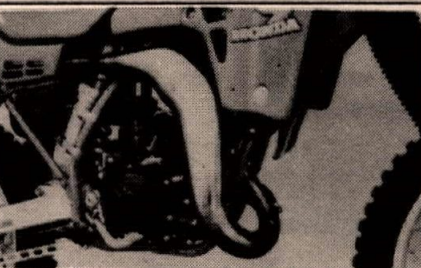
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Disc brakes, 57 H.T. Frame, 5 spoke mags, new tires, 80 in. stroker & 84 tags. Call between 10 a.m. and Noon. (213) 433-2417. (42/0)

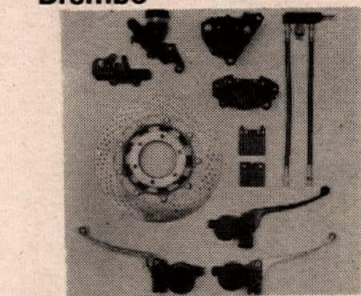
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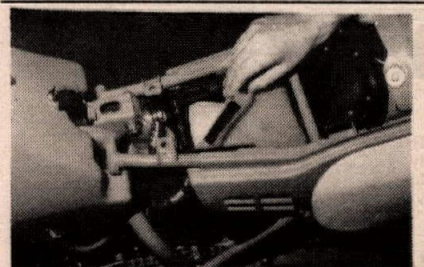
For sale. New, still in box, size 7 1/2, silver color. \$95. Call after 5pm. (213) 591-5082. Matt. (528/31)

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Excellent condition, low hours, Up-Tite skid plate, Rental bars, Metzler, Dunlop, many extras. Is in like-new condition. Call eves, Matt (213) 591-5082. (528/31)

RG 500 Mark VIII Suzuki

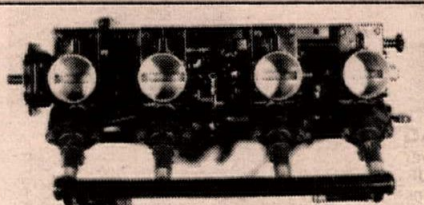
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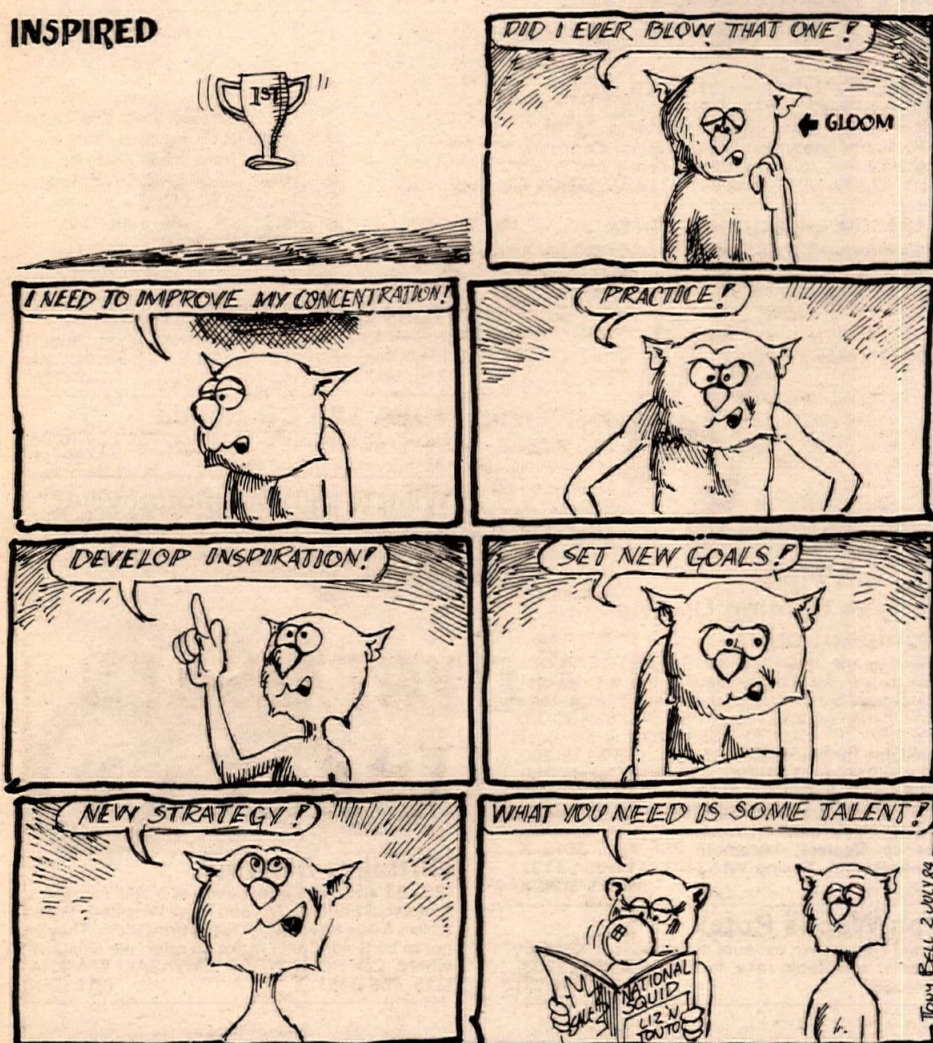


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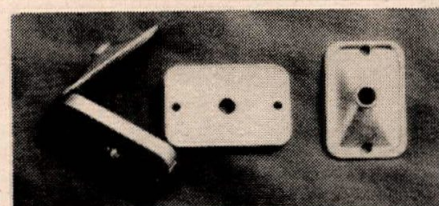


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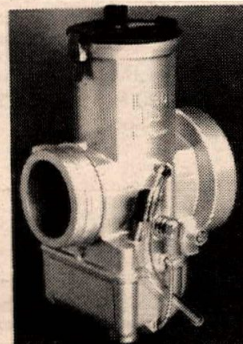
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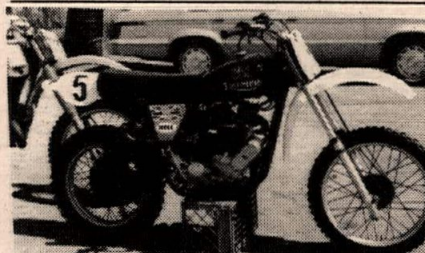
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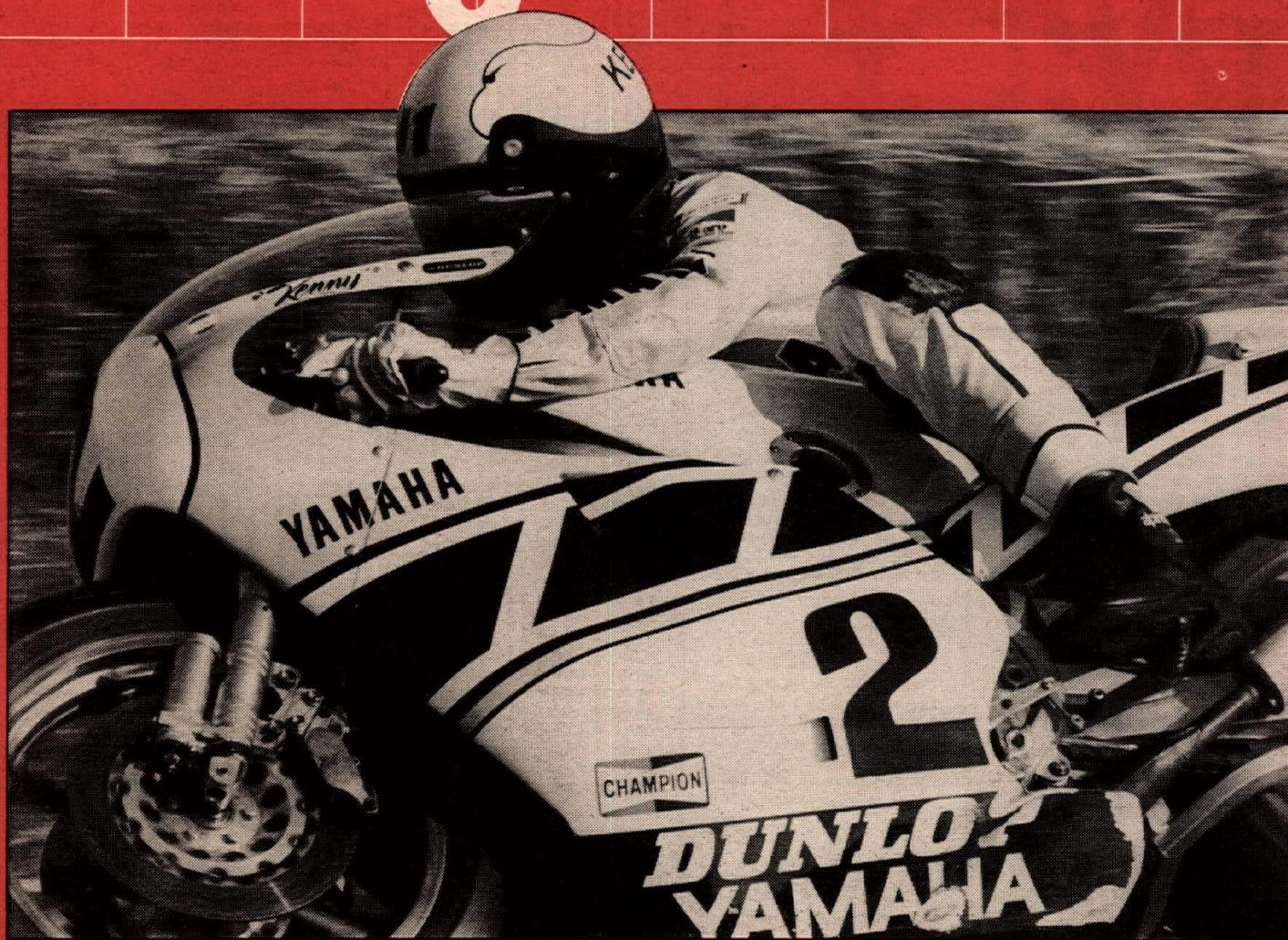
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